SEPTEMBER 13, 2022

The Compton City Council Closed Session meeting was called to order at 4:40 p.m. by Mayor Emma Sharif in the Council Chambers of City Hall. The Moment of Silence Ceremony and the Pledge of Allegiance was also led by Mayor Sharif.

ROLL CALL

Council Members Present – D. Duhart, A. Spicer, J. Bowers, Mayor E. Sharif
Council Members Absent – L. Darden *(Entered the meeting during closed session)*

Other Officials Present: E. Perrodin, A. Godwin, B. Mims, T. Thomas

CLOSED SESSION AGENDA ITEMS

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

PUBLIC COMMENTS ON CLOSED SESSION AGENDA ITEM ONLY

There were no audience comments regarding the closed session items.

City Attorney Eric Perrodin requested a closed session for a conference with legal counsel regarding pending litigation for: 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 and Daniel Salazar, et al. v. City of Compton, USDC - Central Dist. Case No. 2:21cv06030PA. City Attorney Perrodin also requested a closed session to discuss a conference relative to anticipated litigation of two potential cases and a conference with legal counsel relative to existing litigation regarding for AFSCME 2325 v. City of Compton (PERB Case No. LA-CD-1470-M), pursuant to California Government Code Section 54956.9

On motion by Duhart, seconded by Spicer, the closed session was approved by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Sharif
NOES: Council Members – None
ABSENT: Council Members – Darden

RECESS TO CLOSED SESSION

On motion by Duhart, seconded by Spicer, the meeting was recessed to closed session at 4:43 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – Darden**

RECONVENE TO OPEN SESSION

On motion by Spicer, seconded by Duhart, the meeting reconvened at 7:28 p.m. by the following roll call vote:

ROLL CALL

Council Members Present: Duhart, Spicer, Bowers, Darden, Sharif
Council Members Absent: None

REPORT OUT OF CLOSED SESSION

City Attorney Eric Perrodin reported that there was no action taken during the closed session.

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Bishop L. J. Guillory apologized for his outburst at the last City Council meeting but stated that he stands by what he said relative to the Compton Fire Department. Mr. Guillory stated that there is a correct way to negotiate with the Fire Department and urged the City Staff to work towards providing whatever the Department needs to properly function.

Benjamin Holifield suggested that the Councilmembers update the residents during the closed session timelines. Mr. Holifield further requested monthly reports from the City Controller and the City Treasurer, as the citizens need to be regularly updated regarding the funds of the City. Mr. Holifield encouraged the City Council to work with the Fire Department to provide for adequate service and make Compton safe, clean and friendly.

Daniel Salazar, President of the Fire Fighters Union, stated that the Fire Department personnel would like to have a sustainable plan to continue to provide services to the residents. Mr. Salazar also stated that the Fire Fighters' goal is to continue to provide excellent service to the residents of Compton and he further requested that the City develop a plan to upgrade and improve the Fire Department.

Jacqueline Venters urged the Council to resolve the issues with the Fire Department as the Department is crucial to the City. Ms. Venters suggested that the Council focus on the needs of the residents that have been living in the City for years and stated that the new developments will only overcrowd the City. Ms. Venters raised concerns of mismanagement in City Hall and urged the Council to improve the City and provide amenities such as restaurants, bowling alleys and other entertainment for the community. Ms. Venters also requested that the City Attorney investigate the funding that was wrongfully provided to the Chamber of Commerce.

Missy questioned why she was given two minutes to speak instead of three, which is unfair. Missy raised concerns regarding the office hours of the City Clerk and her presence at City Hall. She further commented that the City's budgetary documents must be provided to the citizens, and further noted that the City has not made any improvement nor provided for amenities for the residents. Missy concluded that the youth of the community must be presented with positive activities.

Lynn Boone referenced a recently passed resolution in which Councilman Bower's name was omitted from the roll call vote; however, the resolution was attested to by the City Clerk despite the clerical error. Ms. Boone also referenced the City Charter which states that the City Attorney, City Clerk and City Treasurer are required to devote his/her full-time during business hours to the duties of his/her office. She then spoke in opposition to the agenda item relating to KBK Developers and further called for an investigation into the City Council's actions concerning KBK. Ms. Boone concluded by questioning when the City would be receiving monthly Gaming Commission reports and how those funds are being used.

Fidel Marquez commented that he has not received a reply relative to Central Avenue and the issues associated with the ongoing development and indicated that previous City Staff had noted that there was funding in the budget to fix the situation. Mr. Marquez then indicated that cement mixer trucks are driving through the neighborhoods and destroying the streets. He further stated that KBK developments must be shut down and added that the City must be cleaned up prior to allowing any more developments coming into the City.

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)

On motion by Darden, seconded by Spicer, **Resolution Number 25,727** entitled **'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'** was adopted by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

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)

On motion by Spicer, seconded by Duhart, the reading of the ordinance in full was waived by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

It was moved by Duhart, seconded by Spicer, that the ordinance be adopted.

Mayor Sharif exited the meeting at 7:37 p.m. and returned at 8:09 p.m. Mayor Pro Tem Bowers Chaired the meeting during Mayor Sharif's absence.)

Robert Delgadillo, Senior Planner, offered a power point presentation detailing the proposed project.

Councilman Spicer indicated that he has communicated with the Fire Department which assured him that the Department possessed the capability to address the emergency needs of this particular development.

Councilmember Duhart questioned whether KBK had agreed to purchase a Ladder Truck for use by the Fire Department and inquired about the completion date for the project.

Mr. Delgadillo affirmed that KBK has agreed to purchase a Ladder Truck for the Fire Department and further announced that the project has an estimated completion date in later part 2025. He also stated that there will be 4 additional metro buses added to serve the City of Compton.

Mayor Pro Tem Bowers commented that the proposed development will provide for an anticipated 930 new residents, and further commented that the City is not adequately prepared for a project of this magnitude. Mayor Pro Tem Bowers noted that the City's dilapidated Fire Stations are falling apart and should have been upgraded years ago. He also indicated that with the Supplemental Land Act, there are exemptions which could have allowed the City to not be required to construct additional housing at this site. Mayor Pro Tem Bowers then concluded that there are many amenities and projects that the residents are requesting and need, prior to constructing such a large-scale development.

Councilmember Darden indicated that she too had been provided with the necessary documentation she previously requested relative to this project.

The Ordinance entitled **'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'** was placed on first reading by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Darden, Sharif
NOES: Council Members – Bowers
ABSENT: Council Members – None

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)

On motion by Spicer, seconded by Duhart, **Resolution Number 25,728** entitled **'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)'** was adopted by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Sharif
NOES: Council Members – Bowers
ABSTAIN: Council Members – Darden
ABSENT: Council Members – None

WAIVER OF ORDER OF AGENDA TO CONSIDER - A REQUEST TO USE LUEDERS PARK SHOWERS

On motion by Spicer, seconded by Darden, the City Council voted to waive the order of the agenda to consider a subsequent need item by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

SUBSEUNT NEED ITEM - REQUEST TO USE LUEDERS PARK SHOWERS FOR THE ANNUAL VETERANS' STAND DOWN - SEPTEMBER 16, 17 and 18, 2022

On motion by Darden, seconded by Duhart, the City Council approved the request by the following vote on roll call:

AYES: Council Members – Duhart, Spicer, Bowers, Darden, Sharif
NOES: Council Members – None
ABSENT: Council Members – None

COUNCIL COMMENTS

Councilmember Duhart offered the following communications/announcements:

- Announced that she will be hosting a Job Resumé Workshop in conjunction with NHS and WLCAC on September 19, 2022, at the Neighborhood for Sustainable Communities located at 1051 W. Rosecrans Avenue, Compton.

- Announced that the 19th Annual Veterans' Stand Down will be held on September 16, 17 and 18, 2022 at 700 N. Bullis Road, Compton –there will be hot meals served, clothing provided along with referrals to other assistance such as health care, housing solutions, employment, substance use treatment, mental health counseling and many other vital resources and services provided to the Veterans and their families.

Councilmember Spicer offered the following communications/announcements:

- Announced that the Compton Black Exchange will be held on Saturday, September 17, 2022, at the Grocery Outlet on the corner of Rosecrans and Central from 11:00 am to 4:00 p.m.---there will be a live DJ, food and clothing vendors and other community services provided to the residents.

- Invited the residents to attend the Resources Hub Event featuring workshops for a record expungement clinic, 2nd chance job opportunities and Covid-19 testing on Wednesday, September 21, 2022, from 10:00 am to 2:00 p.m. at the Dollarhide Community Center.

- Invited the residents to attend the Halloween Skate Jam Festival on October 8, 2022, from 11:00 a.m. to 2:00 p.m. at Wilson Park, 123 N. Rose Avenue, Compton.

Councilmember Bowers offered the following communications/announcements:

- Reported on the League of California Cities convention the Councilmembers attended and stated that he attended several very informative and educational sessions and workshops and added that the Council was provided with the latest knowledge, resources and tools necessary to advance the City and assist leadership in the operations of the City.

- Commented on the lack of adequate security of City facilities and suggested that outside security be acquired in the interim, while additional City security can be obtained.

- Suggested that City parks and facilities be properly maintained so that community programs and services can be restored to the residents of the community.

- Indicated that the City must progress and further stated that he will continue to be a voice for the people of Compton.

- Announced that Carson Councilmember Cedric Hicks will be hosting a Prostate Cancer Awareness Walk on September 17, 2022, at Cal State Dominguez Hills beginning at 7:00 a.m.

- Announced that the 3rd District will be hosting a free webinar entitled *"Federal Student Loan--How to Erase this Debt'* on September 29, 2022 –- contact Liaison Alicia Thompson at 310-605-5612 for registration and additional information.

Councilmember Darden offered the following communications/announcements:

- Commented on the informative League of California Cities convention attended by the City Council which provided for important information and programs to improve the City of Compton.

- Thanked everyone who assisted and attended her District 4 Townhall meeting and highlighted that the residents were provided with a wealth of information regarding the Red Cross and the lead-free home program, and the latest crime reports along with other valuable information.

- Congratulated Mae Thomas on her retirement and thanked her for her many years of dedicated service to the Compton Unified School District as well as the entire City of Compton.

- Thanked Public Works for their timely response to a deadly tree that was recently removed from a residence in the City.

Mayor Sharif offered the following communications/announcements:

- Mayor Sharif expressed her gratitude to all the wonderful sponsors and volunteers, and further thanked everyone involved with the hugely successful Compton Initiative project to improve the City.

- Mayor Sharif commended and thanked Pastor Ron Hill of Love and Unity Christian Fellowship for hosting the 'Life Before and After Prison' discussion featuring Pastor Walter Tucker, III and other guest speakers. The event was well attended and provided an informative discussion regarding navigating re-entry into society and the second chance programs along with other opportunities.

- Mayor Sharif announced that National Hispanic Heritage Month begins on September 15, 2022, and ends on October 15, 2022, and further invited the residents to attend the *Taste of Compton* celebration on October 1, 2022, at the Latino Chamber of Commerce located at 920 N. Long Beach Blvd., Compton.

- Mayor Sharif commended and honored CUSD Board Member Mae Thomas for her decades of dedicated service to the entire Compton community and wished her a very happy retirement.

- Mayor Sharif requested that the City Council meeting be adjourned in memory of **Her Majesty Elizabeth II (Elizabeth Alexandra Mary)**, **Queen of the United Kingdom.**

ADJOURNMENT

On motion by Duhart, seconded by Spicer, the meeting was adjourned in memory of **Her Majesty Elizabeth II (Elizabeth Alexandra Mary)**, **Queen of the United Kingdom** at 8:31 p.m. by the following vote on roll call:

AYES: **Council Members – Duhart, Spicer, Bowers, Darden, Sharif**
NOES: **Council Members – None**
ABSENT: **Council Members – None**

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

October 18, 2022

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING A SIDE LETTER AGREEMENT AND AMENDING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF COMPTON AND THE COMPTON MANAGEMENT EMPLOYEES ASSOCIATION/AFSCME LOCAL 2325 TO AMEND ARTICLE 40 OF THE MEMORANDUM OF AGREEMENT

SUMMARY

Adoption of this resolution will ratify the Side Letter Agreement entered into and amending the Memorandum of Agreement ("MOA") between the City of Compton ("City") and the Compton Management Employees Association, affiliated with the American Federation of State, County and Municipal Employee Union, designated as Local 2325 ("CMEA/AFSCME Local 2325").

Ratification of the Side Letter Agreement will approve an amendment to Article 40 (Title and Salary Range) of the Memorandum of Agreement between the City and CMEA/AFSCME Local 2325 and provides extra duty pay for the Project Manager in the Public Works Engineering Department.

BACKGROUND

Article 40 of the MOA entered into between the City and the CMEA/AFSCME Local 2325 identifies the Classification Titles and the Salary Ranges for Chief Executive, Executive and Supervisory Positions. In June 2020, the City implemented a workforce reduction which impacted the duties and responsibilities of a Classification represented by CMEA/AFSCME Local 2325.

STATEMENT OF ISSUE

In an effort to minimize the impacts on staff and to improve the expediency and efficiency of service to the public, the City and CMEA/AFSCME Local 2325 reached an agreement on May 2, 2022 as follows:

1. **Extra Duty Pay**

The Side Letter Agreement provides extra duty pay for the additional workload for the Project Manager in the Public Works Engineering Department:

Project Manager	**Effective May 2, 2022**
	*10% Extra Duty Pay for additional workload to prepare and present to the City Council departmental budget documentation and to attend and present departmental agenda items. The duration of this pay will be for the period of May 2, 2022 through August 31, 2022.

FISCAL IMPACT

Funds in the amount of $5,500 to cover the cost of the increased salary are available in the Public Works Engineering Department's 2022-2023 Fiscal Year budget in Account No. 1001-710-000-4101.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

THOMAS THOMAS
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING A SIDE LETTER AGREEMENT AND AMENDING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF COMPTON AND THE COMPTON MANAGEMENT EMPLOYEES ASSOCATION/AFSCME LOCAL 2325 AMENDING ARTICLE 40 OF THE MEMORANDUM OF AGREEMENT

WHEREAS the City of Compton ("City") and the Compton Management Employees Association, affiliated with the American Federation of State, County and Municipal Employee Union, designated as Local 2325 (CMEA/AFSCME Local 2325"), are parties to a Memorandum of Agreement ("MOA"), with an effective term of May 2, 2022 through August 31, 2022; and

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

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

WHEREAS, the City implemented a workforce reduction in June 2020 which impacted the duties and responsibilities of a Classification represented by CMEA/AFSCME; and

WHEREAS, on May 2, 2022, the City and CMEA/AFSCME reached an agreement to amend the Extra Duty Pay for the Project Manager position to reflect the additional work being done to prepare agenda items and present to the City Council; and

WHEREAS, funds are available in the Public Works Engineering Department's 2022-2023 Fiscal Year budget to pay the additional costs; and

WHEREAS, the negotiations culminated during a meeting of mutual concessions between the City and the employee bargaining unit, including CMEA/AFSCME Local 2325's agreement to amend Article 40 of their MOA.

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

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

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

SECTION 3. That pursuant to the provisions of the attached Side Letter Agreement, Article 40 of the Memorandum of Agreement between the City of Compton and the Compton Management Employees Association/American Federation of State, County and Municipal Employees, Local 2325 is hereby amended as follows:

1. **Extra Duty Pay**

The Side Letter Agreement provides extra duty pay for the additional workload for the Project Manager in the Public Works Engineering Department:

Project Manager (Public Works Engineering)	**Effective May 2, 2022** *10% Extra Duty Pay for additional workload to prepare and present to the City Council departmental budget documentation and to attend and present departmental agenda items.

The duration of this pay will be for the period of May 2, 2022 through August 31, 2022.

SECTION 4. That funds in the amount of $5,500 are available in the Public Works Engineering Department's 2022-2023 Fiscal Year budget in Account No. 1001-710-000-4101 to pay the additional costs.

SECTION 5. That all other terms and conditions of the current Memorandum of Agreement shall remain in effect and unchanged.

SECTION 6. That a copy of this Resolution, including the attached Side Letter Agreement, shall be filed in the offices of the City Clerk, City Manager, City Attorney, Human Resources and President of the Compton Management Employees Association/American Federation of State, County and Municipal Employees, Local 2325.

SECTION 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: ss

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

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

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

_____
CITY CLERK OF THE CITY OF COMPTON

1 AUG '22 PM 3:13

MEET AND CONFER

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

On July 21, 2022, the City of Compton (City) and AFSCME, Local 2325 (the Union) met and agreed to provide John Strickland, Project Manager, a 10% salary increase to prepare and present to the City Council departmental budget documentation, and to attend and present departmental agenda items for the period of July 1, 2022 through August 31, 2022 . This 10% increase is in addition to the 10% increase John is currently receiving for the absence of a City Engineer. John is still entitled to earn overtime pay for any eligible hours worked attending City Council Meetings, Budget Hearings, and Budget Workshops.

SALARY INCREASE

Position	Current Adjusted Range	Proposed Range	Change
Project Manager	46.4538	51.0991	10%

The City and the Union hereby agree:

CITY:

Thomas Thomas
City Manager
Date: 7-27-22

John Strickland
Project Manager
Date: 7-22-22

UNION:

Desmond Fletcher
AFSCME 2325 President
Date: 7/27/22

Kimberly McKenzie
AFSCME 2325 Vice-President
Date: 7/27/22

2022 JUL 28 PM 1:16 Controller's Office

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

October 18, 2022

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT**

SUBJECT: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON ADOPTING COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT 953, MITIGATION MONITORING REPORTING PROGRAM, FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING CHANGE OF ZONE CASE NO. 2022-001, A REQUEST TO AMEND ZONING CODE SECTION 30-54 ALLOWING THE APPLICATION OF THE SPECIFIC PLAN ZONE (SP) AS AN OVERLAY ZONE FOR PROPERTIES WITHIN THE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN PROJECT AREA AND ADOPTION OF THE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN**

SUMMARY

The purpose of the Compton Station Transit Oriented Development Specific Plan (TOD SP) is to redevelop and redesign the downtown area around the MTA A line Compton Station and adjacent areas:

- To make the downtown area a destination where residents can live, work and recreate.
- To improve circulation for pedestrians and bicyclists in the downtown area
- Encourage increased residential density and building height.
- Create flexible urban based development standards and design guidelines, to create outdoor public spaces for different kinds of activities and events.
- Create an active and vibrant downtown area around Willowbrook and Compton intersection.
- Encourage and facilitate the use of light rail, bus transit, and pedestrian and bicycling modes of travel.
- Reduce reliance on the use of automobiles.
- Promote and acknowledge the past and current contributions of Compton's culture, history and creativity through the Compton Walk.
- Develop more market rate and affordable housing.

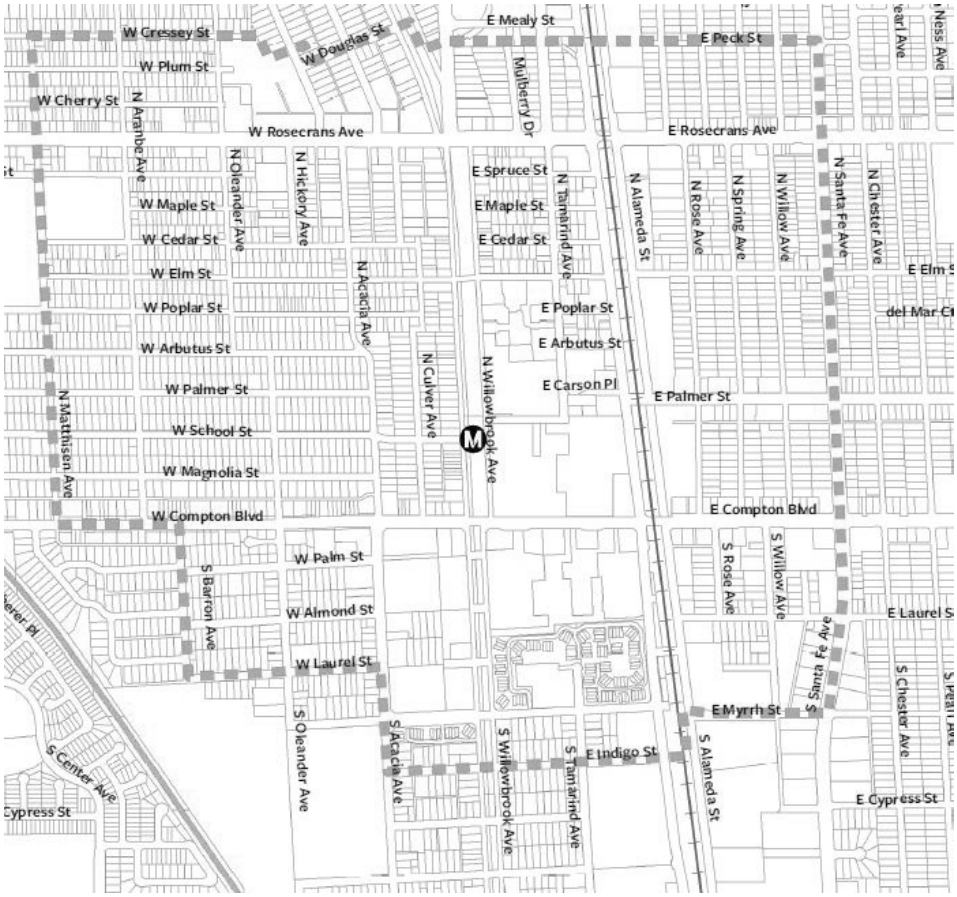
The Compton Station Transit Oriented Development Specific Plan encompasses 575.5 acres and during the proposed 2022-2042, planning period is projected to accommodate up to;

- 2,178 new residential units (1,444 market-rate and 734 affordable)
- 97,000 square feet of new office/institutional space
- 150 new hotel rooms

The Compton Station Specific Plan Study Area is roughly a one half-mile area around the MTA "A" line Compton Station platform. The project plan area is bordered by Matthisen Avenue to the west, Cressey Street, Douglas Street, and Peck Street to the north, Santa Fe Avenue to the east,

and Myrrh Street, Indigo Street, and Laurel Street to the south. The image below shows the project area.

TOD Specific Plan Boundary and Project Area



BACKGROUND

In early 2018, the City was awarded a $410,000 grant from the Metropolitan Transportation Authority (MTA**).** The purpose of the grant is to prepare a transit oriented development specific plan for future development around the Compton Station platform. On September 4, 2018, the City Council accepted the grant from MTA. On July 23, 2019 the City Council authorized the City Manager to enter into a contract with The Arroyo Group to prepare the Compton Station Transit Oriented Development Specific Plan. On August 19, 2019, the project was initiated. The draft specific plan and environmental impact report were completed in August of 2022.

On September 21, 2022, the Planning Commission conducted a public hearing on the Compton TOD specific plan (Change of Zone case No. 2022-001) and voted to recommend approval to the City council.

STATEMENT OF ISSUE

The proposed Change of Zone case No. 2022-001 will accomplish three related objectives:

1 Amend Specific Plan Zone Section 30-54 to permit the application of Specific Plan Overlay Zoning.
2 Apply the Specific Plan Overlay Zone to the Compton Station Transit Oriented Development Specific Plan area
3 Adopt the Compton TOD Specific Plan

Amendment of Municipal Code Section 30-54 Specific Plan Zone

The proposed Zoning Change will amend the Specific Plan Zone regulations to permit the application of the Specific Plan zone as an "overlay" zone for area specific plans that do not propose immediate development or to entitle a project.

An overlay zone is applied over the underlying base categorical zoning to provide another layer of regulation. For example, if an overlay zone is applied for the TOD specific plan, a property owner in the project area can choose to develop under the base zone such as "Limited Commercial" or under the proposed TOD specific plan overlay zone. The primary goal of the proposed overlay zoning is to provide flexibility.

Moreover, overlay zoning will permit property owners to develop or expand their property and avoid becoming "Legal Non-Conforming", which would occur if the Specific Plan zone were immediately applied as base zoning. The proposed specific plan overlay zone will prevent this and permit the property owner to have the option to either use the base zoning of Limited Commercial, Commercial Manufacturing, Parking Residential High Density, Residential Medium Density, Parking Residential Medium Density and Residential High Density or utilize the provisions of the TOD-specific plan.

To effect the specific plan overlay zone, Specific Plan code section 30-54.4 will be amended to permit the application of specific plan overlay zoning as follows:

(Adopted)
30-54.4 General Plan and Zoning Consistency
All proposed specific plan shall be consistent with the goals and policies of the Compton General Plan and this title. All proposed specific plans shall submit a concurrent General Plan and Change of Zone application changing the current General Plan land use designation and zoning to SP to effect the adoption of a Specific Plan

(Amended)
30-54.4 General Plan and Zoning Consistency
All proposed specific plan shall be consistent with the goals and policies of the Compton General Plan and this title. All proposed specific plans shall submit a concurrent General Plan and Change of Zone application changing the current General Plan land use designation and zoning to SP to effect the adoption of a Specific Plan.

The Specific Plan (SP) zone can be applied as either a base categorical zone or as an Overlay zone.

The proposed Change of Zone will also apply the Specific Plan (SP) overlay zone over a limited number of lots within the specific plan project area. A majority of lots within the project area will not be affected by the proposed overlay zone. Single- family neighborhoods for example are recognized to be a stable long-term land use and were not analyzed by the specific plan and will not be impacted or affected by this specific plan.

The specific plan vision for redevelopment is oriented primarily along collector and arterial streets such as Compton Blvd., Willowbrook Ave., Alameda Street,Rosecrans Ave. and Santa Fe Ave.

The specific Plan will add the Specific Plan (SP) zone overlay designation to only the properties shown in the map below as the “Downtown Core”, “Downtown Transition”, “Urban Flexible”, “Residential Urban” and “Neighborhood Corridor” land use districts. All other existing zones shown on the map below will not receive the SP overlay zoning and will remain unaffected. The proposed new land use districts will consist of the following acreages:

Neighborhood Commercial	66.7 acres
Downtown Core	55.2 acres
Downtown Transition	12.8 acres
Urban Flexible	41.2 acres
Residential Urban	55.3 acres

The proposed overlay zoning will apply to 230.3 acres out of the total 575-acre project area. The proposed Zoning/Land Use Districts overlaid with Existing Zoning is shown below.



OUTREACH EVENTS

Public input is very important to a large long term project like the TOD SP. To gather public support and participation in the use of the specific plan. A priority was placed on project outreach from the beginning targeting stakeholders, students, residents and property owners. City staff along with the MTA and The Arroyo Group worked to insure that the residents of Compton had several opportunities to make comments or ask questions before the specific plan was written and as it was prepared to help guide its development.

Throughout the three year planning process several outreach events were conducted. Some outreach events were in person before COVID while the remaining events were virtual via ZOOM meetings. Presentations were also made before the Planning Commission and City Council.

The project team received comments through workshops, stakeholder meetings, surveys (in-person and online), and information shared online via a project website (**www.nextstopcompton.org**) and social media **(@nextstopcompton on Instagram/Facebook**). Below is a list of the outreach events held over the course of the specific plan preparation:

- Compton Open Mic Night on September 26, 2019, at the Dollarhide Community Center.
- A focus group meeting was held at Compton Youth Build on September 30, 2019.
- Questions were answered and Surveys were collected during the 2019 Christmas parade.
- Interviews were conducted with several community leaders, representing resident groups, the local creative community, business owners and property owners.
- In April 2020, during the COVID-19 pandemic, the City and consultant team organized a virtual workshop consisting of an explanatory video, with questions posed by community stakeholders, and an accompanying survey.
- Meetings were also held with the Stakeholders Advisory Committee, Planning Commission and City Council in 2020 to receive feedback on three conceptual development alternatives yielding a preferred conceptual land use plan.
- An additional Stakeholders Advisory Committee meeting was held on May 14, 2020 to review the zoning, mobility strategy, and equity-focused initiatives.
- The draft Specific Plan was reviewed by the Stakeholders Advisory Committee in April 14, 2022 prior to it being released for public review.
- The draft Specific Plan was then made available to the public for review along with the Program Environmental Impact Report on May 11, 2022 for 45 days for comment.
- A final virtual public workshop was held on June 9, 2022 to gather the community's feedback, during the 45-day public review period.
  (The plan was on hold for most of 2021)

The public feedback, staff and the consultant received was very consistent and was ranked in order of most to least important:

- Improved Maintenance and Security
- More Affordable and Market Rate Housing
- Develop and Create Retail Amenities and Entertainment land Uses
- Community Gardens and Urban Greening
- Improve Pedestrian and Bicycle Mobility
- Create Opportunities to Display Local Arts and Culture
- Quality Job Creation

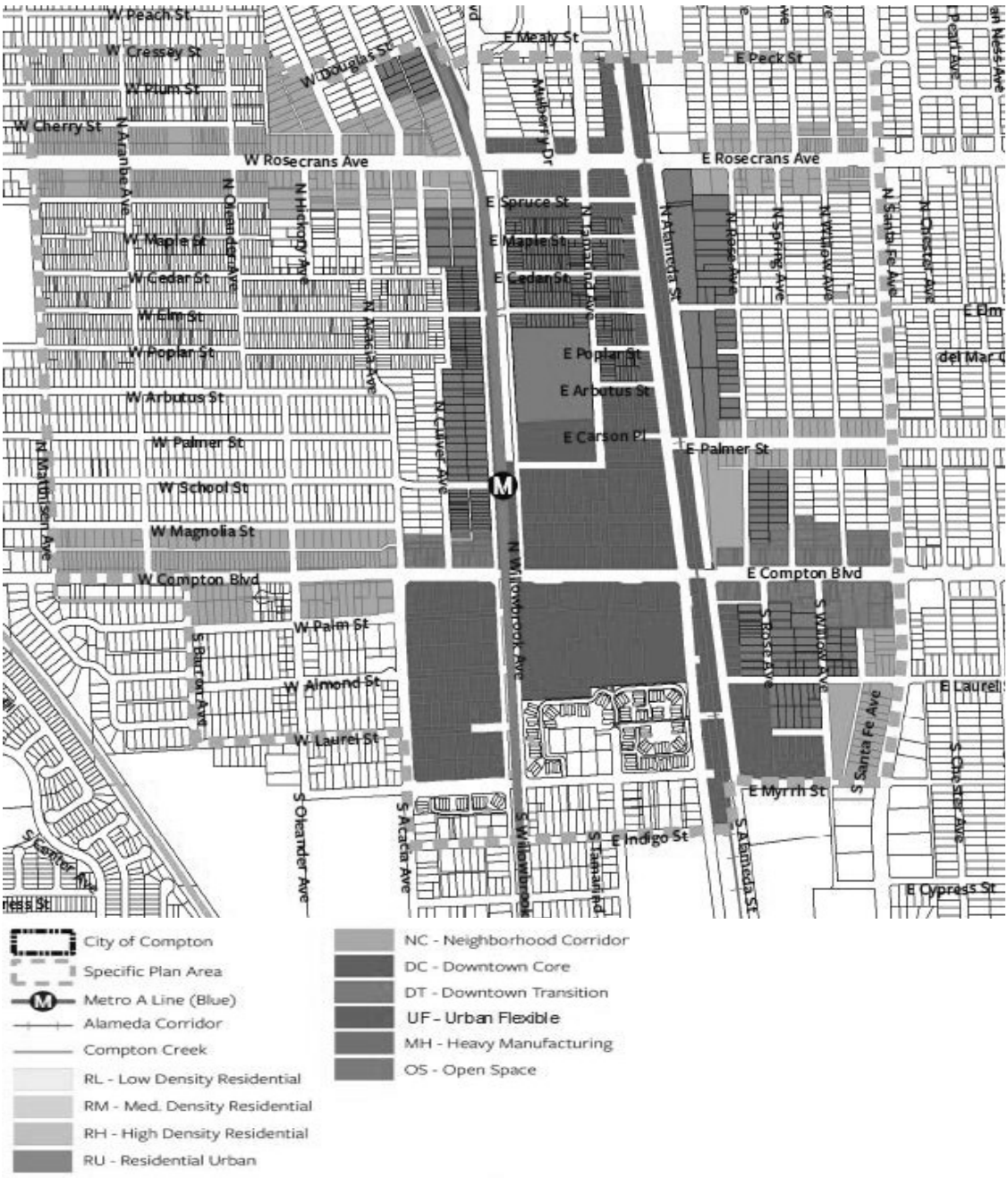
These priorities were incorporated into the specific plan.

COMPTON STATION TRANSIT ORIENTED SPECIFIC PLAN

A Specific Plan is a planning document that combines the policy guidance of a General Plan with design guidelines and the development regulations of a Zoning Ordinance. A Specific Plan also covers a specific geographic area as has been shown in the above project area map. It is meant to serve as a single planning document governing development within the project area. The zoned/land use areas shown below will be the only areas subject to the new development standards and design guidelines.

Proposed Land Use Districts

The zoning/land use map below illustrates the proposed zoning/land use districts within the Compton Station Specific Plan Area shown in dashed lines. The colored areas show the location of the new "SP" overlay zoning/land use districts. The areas in white will not be rezoned or affected. The relatively recent (2010) multi-family development between Alameda and Willowbrook are consistent with the goals of the specific plan and are not anticipated to be redeveloped.



Below us a brief discussion on the proposed five new zoning/land use districts

Downtown Core (DC) District and Development Standards (55.2 acres)
The proposed Downtown "Commercial" Core consists of the Town Center and the Renaissance Center, Civic Center and adjacent areas located in the heart of Downtown Compton and immediately proximate to the Metro station. This area is intended for mixed-use residential ten story buildings and large plazas with a pedestrian mall.

The code minimum unit sizes were also reduced for all units and range from 200 to 900 square feet. Additionally, there is a requirement to step back the height of proposed buildings when they are abutting existing residential homes.

Downtown Transition (DT) District and Development Standards (12.8 acres)
This district is located along a stretch of Compton Boulevard from of Alameda Street eastward to Santa Fe Ave. This area is envisioned as a more locally focused downtown district providing opportunities for entrepreneurs and small businesses, including art uses and having less density and building height than the Downtown Core district. It is to transition from the higher Downtown Core buildings to more suburban three and two story residential development outside the project area. This area is intended for smaller mixed-use residential buildings and plazas such as the KBK project.

Urban Flexible (UF) District and Development Standards (41.2 acres)
The Urban Flexible district is principally located along the east side of Willowbrook Ave., the east side of Alameda Street, a small area on Rosecrans Ave between Willowbrook Ave and Alameda Street and another area on Alameda Street near Myrrh Street.

The Urban Flexible zone is envisioned overtime to become a green residential and educational corridor connected to Downtown Compton by a possible pedestrian and bicycle greenway. Currently, Alameda Street east is an underutilized street that could be completely or partially redesigned as a pedestrian greenway.

The maximum height permitted is two stories for non-residential and four stories for residential development. There is no minimum height requirement. Minimum unit size and parking are the same as the DC and DT districts. The setbacks for this district are front yard is 0 to 10 feet, Street side yard: 5 to 10 feet, Interior side yard: 0 to 10 feet and Rear Yard: 10 feet.

Neighborhood Corridor (NC) District and Development Standards (66.7 acres)
The Specific Plan defines neighborhood corridors as those areas along Rosecrans Avenue west of Willowbrook Avenue and east of Alameda Street, and along Compton Boulevard west of Acacia Avenue. These are older strip commercial corridors consisting of mostly narrow and shallow commercial parcels with residential uses behind them.

The maximum height permitted is five stories. The minimum unit sizes and residential parking are the same as the DC, DT and UF districts. The commercial required parking is 3 to 3.5 parking spaces per 1000 square feet. Affordable residential parking is .5 spaces per unit. This reduced requirement is to encourage the development of affordable housing.

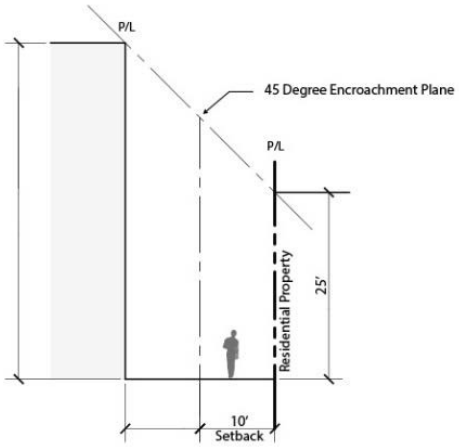
Residential Urban (RU) Zone and Development Standards (55.3 acres)

The residential urban district is primarily located in the center of the project area on the west side of Willowbrook Ave and along the northern half of the east side of Alameda Street west of Rose Ave. This district is intended for low rise residential buildings and very limited non-residential land uses. Almost all retail and commercial land uses are prohibited in this district.

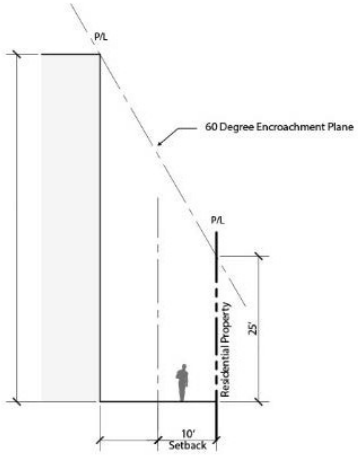
The maximum height permitted is three stories with five stories permitted on Willowbrook Ave. only.

Residential Height Transition

The height transition requirements in the specific plan is a completely new concept for Compton to soften the transition from suburban development to the higher buildings proposed by the specific plan. Wherever a specific plan controlled lot line abuts an existing single-family or multi-family residential building, the new development shall not break an imaginary plane beginning at a point 25 feet above the common property line and then rising inward at a 45-degree angle toward the interior of the new development site. The images below illustrate the building height and its relationship to the imaginary plane, (Example A). However, if the proposed development utilizes some of the concessions allowed in the specific plan, such as creating more affordable housing, the 45-degree height transition can be increased to 60 degrees as in example B.



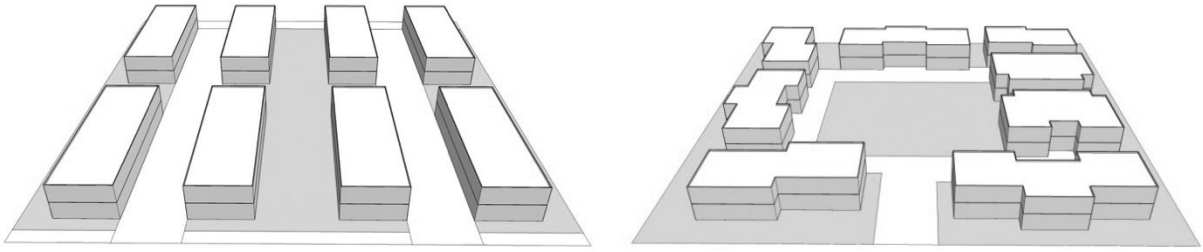
Example A



Example B

DESIGN GUIDELINES

The proposed specific plan design guidelines along with the development standards are designed to translate the community vision and specific plan goals into physical buildings and improvements. The design guidelines achieve this by specifying certain architectural features be incorporated into each building. For example regarding building placement on larger sites, the illustrations below show building placement should occur.



Discouraged barrack-like layout (left) and encouraged orientation of buildings to create usable open space (right).

Green and Active Roofs

The design guidelines also encourage the use of green and active roofs for use as storm water collection, building insulation, domestic urban gardens, and solar panels and for general recreational amenities. Roof top amenities can also provide a secure quieter area for residents than similar ground level amenities.

Frontage Standards

The specific plan establishes a palette of eight primary building frontage types that may be used within each district. These frontage types are intended to reinforce the character and complement the type of development proposed within each district. Visual examples of these frontage types can be viewed in the specific plan starting on page 94.

Public Benefit Concessions Menu

The concessions section of the specific plan is intended to incentivize the provision of specific development features that create public benefits. This section provides a menu of by-right concessions that can be requested by the applicant in exchange for the provision of some of these benefits. For example, the provision of increased affordable housing, public open space, and off site streetscape amenities, can be exchanged for half to one concession. Depending on the amenities proposed, a project could receive one, two or three concessions, which can be applied toward certain development regulations.

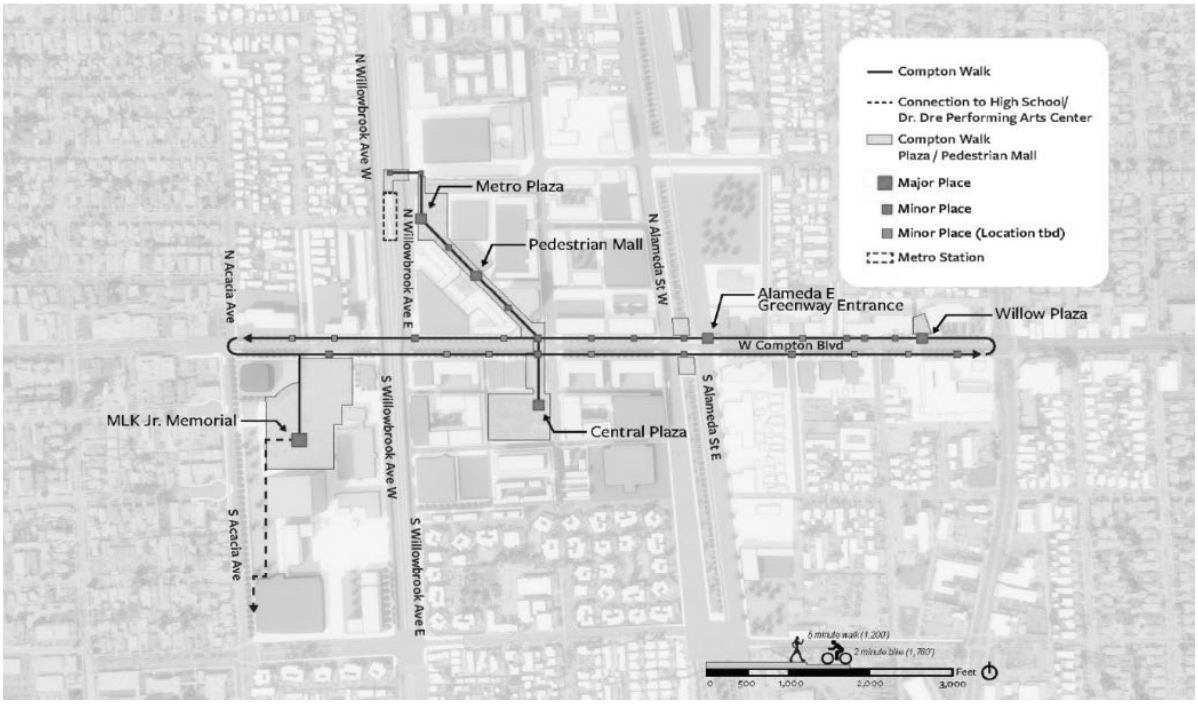
Public Art Requirements

The specific plan introduces for the first time in Compton, a public art requirement on larger projects. Each qualifying project will have to place some form of public art object onsite. The value of the public art is tied to the overall cost of the project. The valuation of the proposed project will determine the value of the onsite public art. Any project which is subject to design review and has a valuation that equals or exceeds one million dollars ($1,000,000), shall provide public art valued at 0.5% of the project's total valuation. The public art shall be located outdoors and be visible from a public street or plaza. Public art will be determined by the applicant subject to City review and approval.

Compton Walk

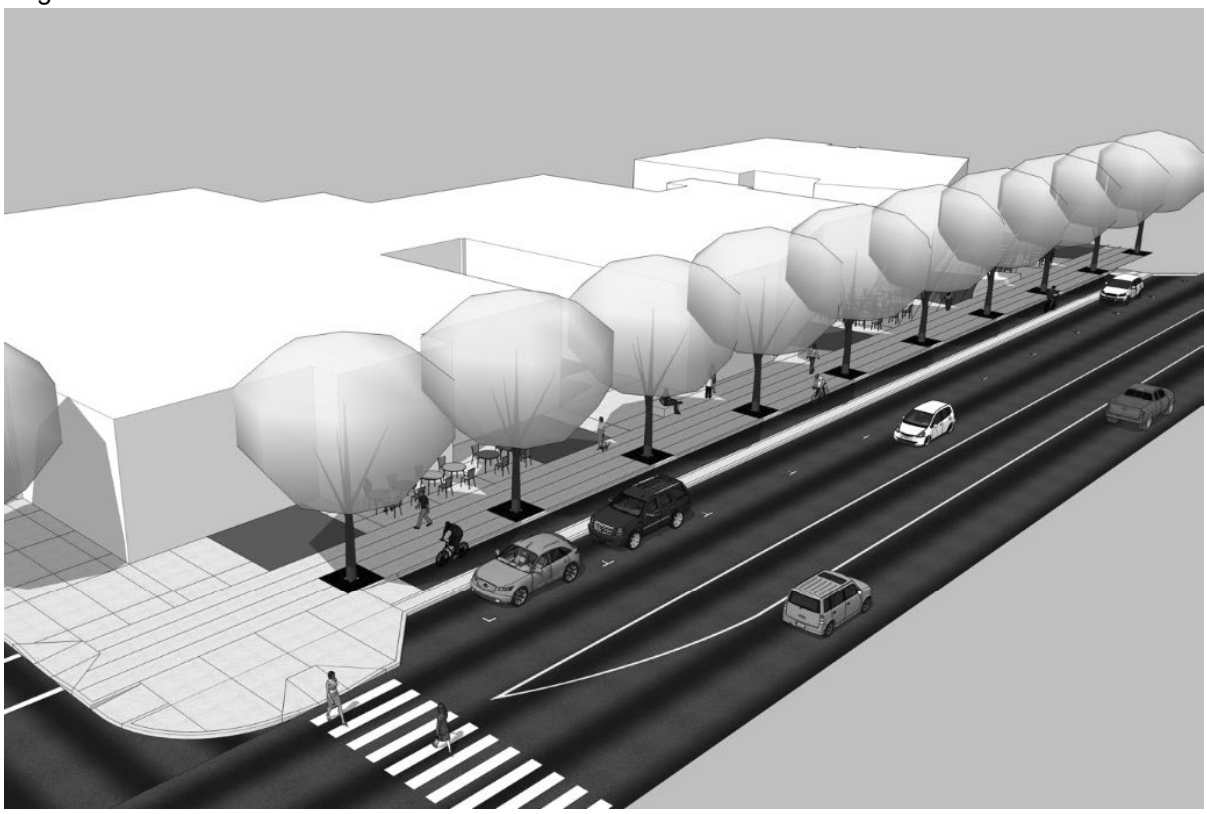
The Compton Walk was envisioned early in the preparation of the specific plan to use Compton Blvd. as a centerpiece of a new downtown Compton. The specific plan redesigns Compton Blvd. to create a pedestrian-friendly enhanced streetscape. This enhanced streetscape will feature a reduced roadway cross section, street furniture, trees, a widened sidewalk, plazas and art. Early

in the outreach process, this concept was discussed with the community and the community embraced this concept. This enhanced is streetscape will also display the contributions of past Compton residents for achievements in music, sports, politics, theater, and visual arts. The Compton Walk will take residents and visitors on a journey through Compton's past and present. In addition to a redesigned Compton Blvd., a new diagonal pedestrian mall is proposed to connect Compton Blvd. to the Compton Station platform incorporating similar Compton Walk design features. Below is a map of the Compton Walk and diagonal pedestrian mall.



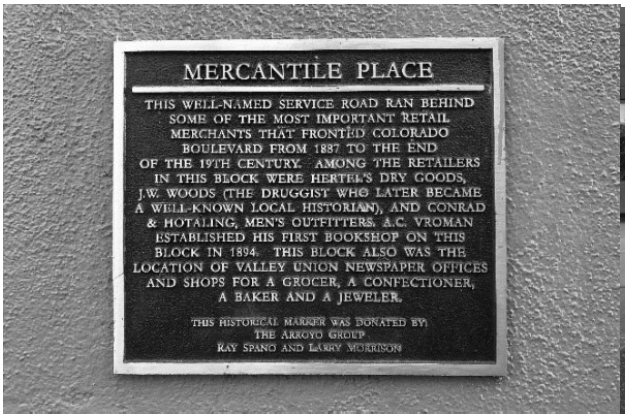
The foundation of the redesigned "Compton Walk" is the reduced number of through lanes from four to two, upgraded class 4 bike lane, widened 16 foot sidewalk, street trees, and the placement of street furniture such as trash receptacles and benches.

The goal of these improvements will be to harmonize the streetscape to have a consistent base look and feel and provide the streetscape components needed to create a more usable and comfortable physical space. These basic improvements will be conditions of approval for each development. Below is a conceptual image of the base street improvements and design. It can best be understood as a "base" layer to be built upon. It shows the reduced roadway, class 4 bike lane, parking, street trees, sidewalk and conceptual outdoor dining areas. On top of the base layer will be project specific art or design elements.



The project specific “Compton Walk” design elements can be implemented by the City, and or by the Developer, through the design review process and can be thought of as the second accent layer above the base layer. These second layer design elements would include, but not be limited to sidewalk art, sculptural art elements, decorative hardscape paving, a range of lighting and multimedia effects, historical markers, information signage, streetscape structures, a district branding approach and other features TBD.

Below are some examples of place making elements that could be placed on Compton Blvd, to highlight achievements of former residents.

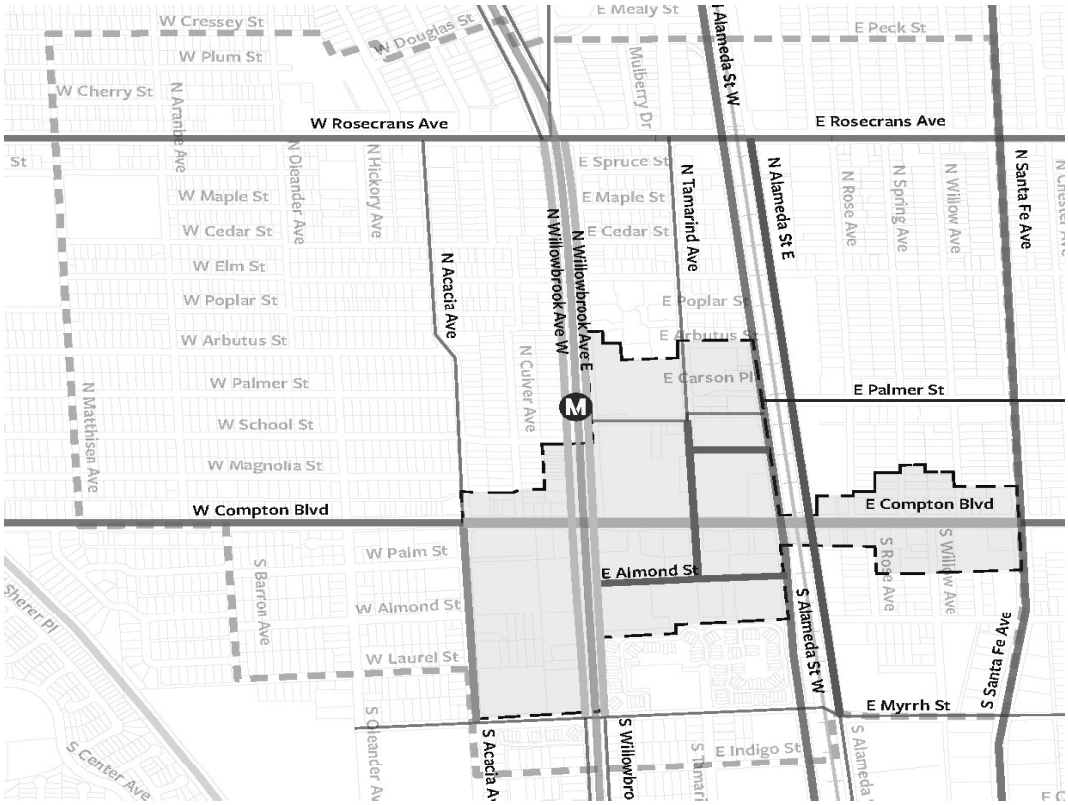




MOBILITY

Mobility is a general term that embraces the use of public transit, automobiles, walking and biking as means of movement in and around the specific plan area.

The image below shows the existing and proposed street network for the specific plan area, with particular attention to the major street corridors, which this plan proposes modifying. Each of these corridors listed is described in detail in the sections that follow: Compton Walk/Compton Boulevard Narrowing, Willowbrook Avenue Couplet, Alameda East Greenway, Acacia Avenue Restriping and new commercial core "New Streets Network".



Downtown Street Network and Modified Corridors

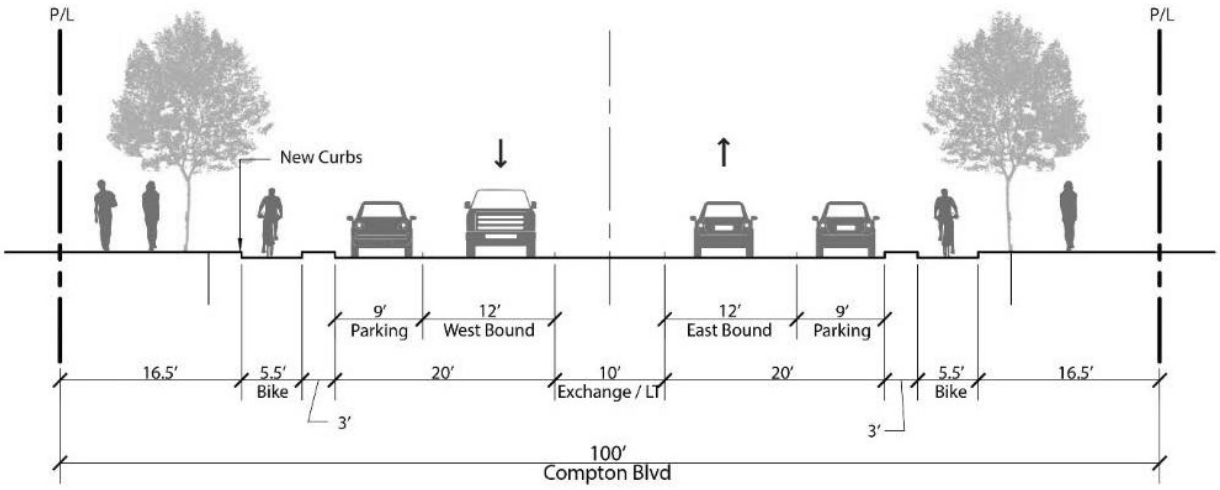
City of Compton
Specific Plan Area
Metro A Line
Alameda Corridor
Compton Creek
Compton Walk/Compton Blvd Narrowing
Acacia Ave Restriping
Alameda East Greenway
Willowbrook Ave Couplet
New Commercial Core Streets
Key Access Roadways (Major & Minor High
Key Access Roadways (Collector and Local)

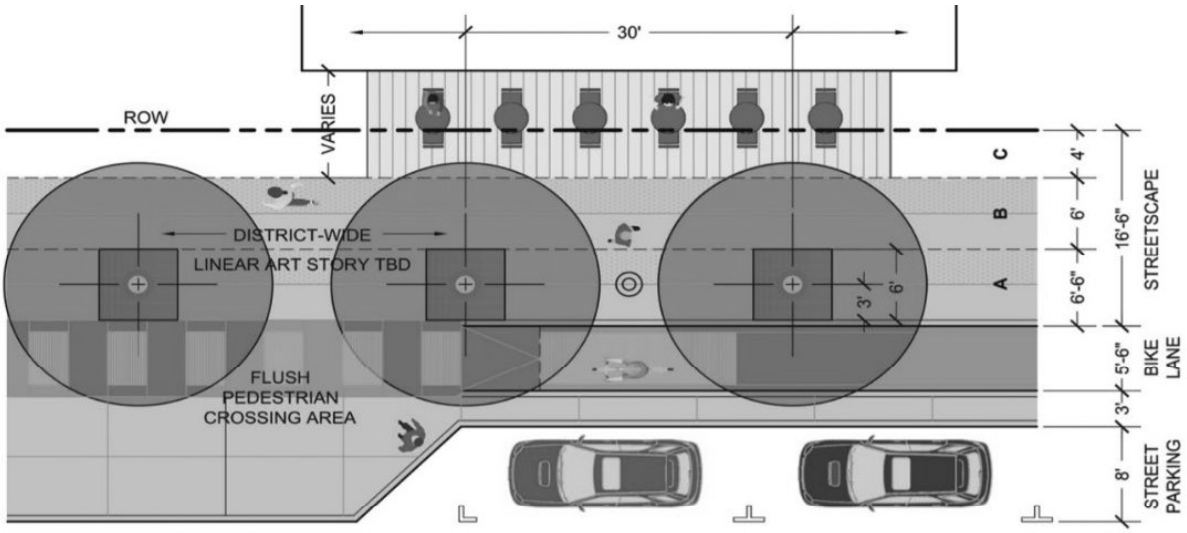
5 minute walk (1,200')
2 minute bike (1,760')
Feet
0 500 1,000 2,000 3,000

Each of the corridors mentioned above is proposed to be modified to create a more walkable, bike able, environment and reduce the use of automobiles. The modifications will be implemented at the time of redevelopment.

Compton Boulevard

As briefly mentioned above, Compton Boulevard between Acacia Avenue (west) and Santa Fe Avenue (east) will be restored as the centerpiece of Downtown Compton and will feature a new Compton Walk experience. Corridor improvements will deprioritize regional pass-through vehicular traffic and give an increased priority to localized pedestrian walkability and active transportation. Some of these features include widened sidewalks, reduced street paving, a class four bike trail, upgraded bus stops, and high visibility street crossings with no crossing more than 600 feet apart, (see images below). This concept will first be implemented between Santa Fe and Alameda Street as part of the KBK project. The Public works Department will be reconstructing Compton Blvd. as part of an AHSC grant in partnership with the KBK project. An image of the redesigned Compton Blvd. cross section and plan view is shown below.





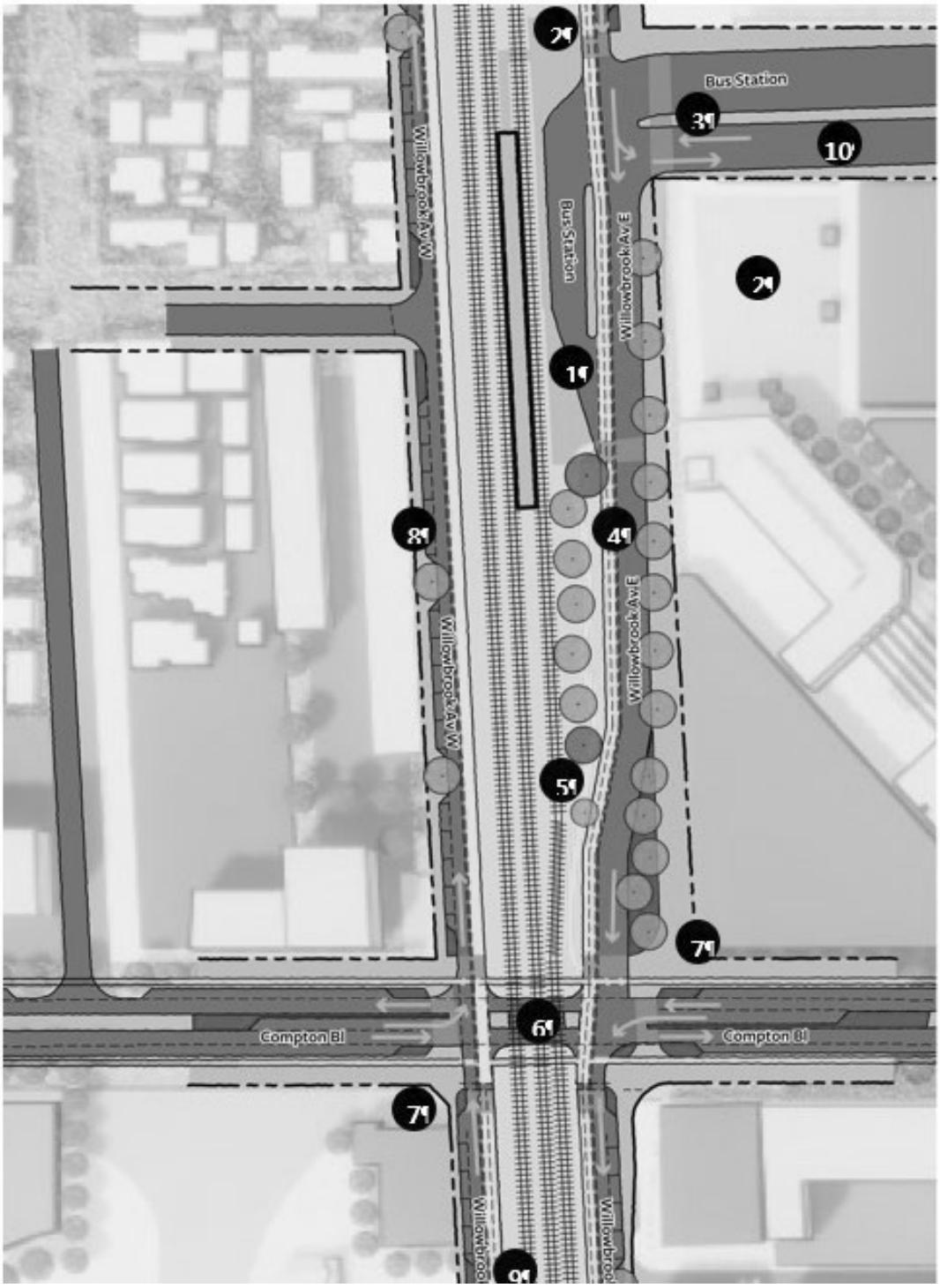
Willowbrook Ave.

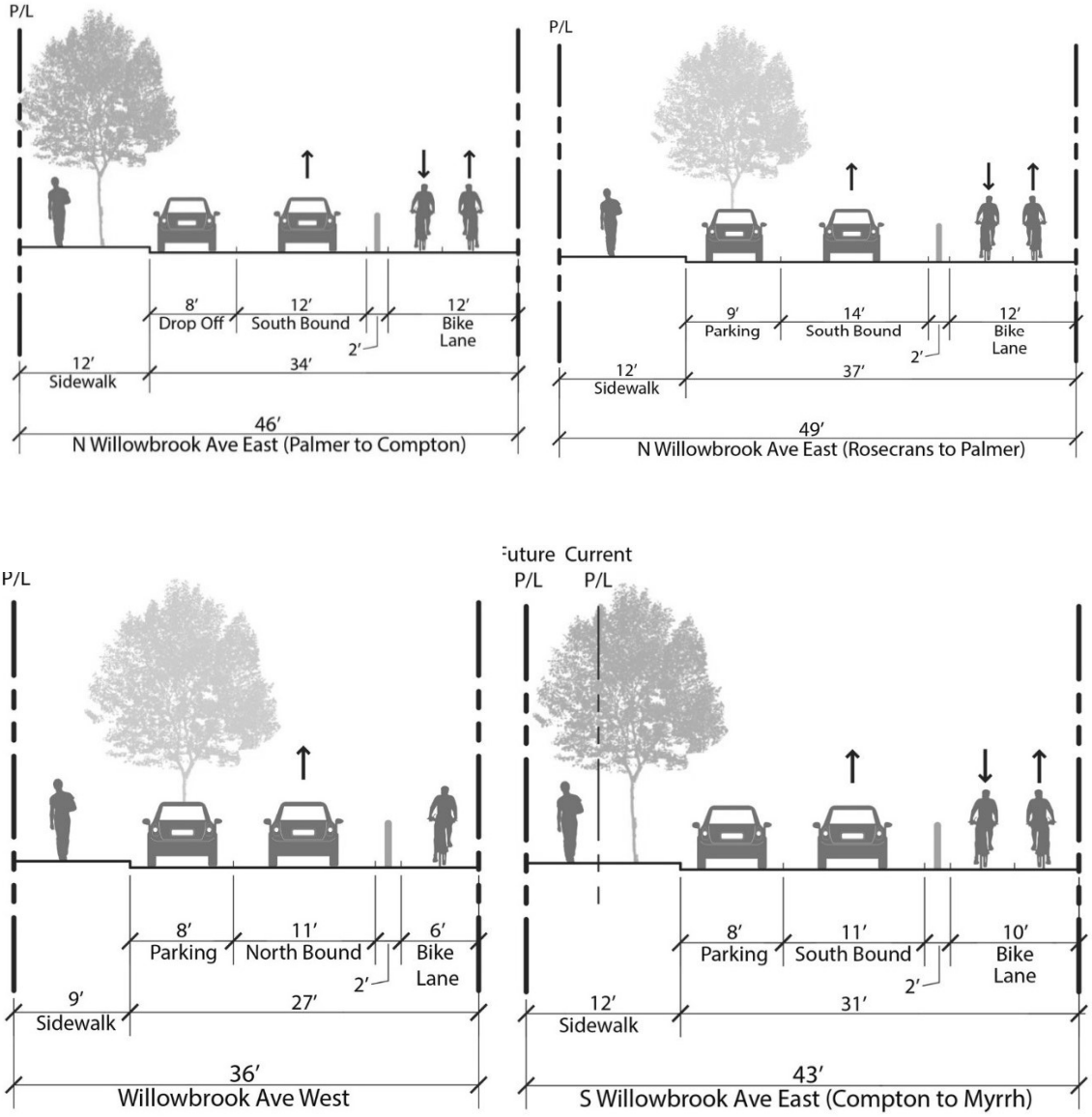
Willowbrook Avenue (Willowbrook Avenue West and Willowbrook Avenue East) is the major access pathway to the Metro station; yet today it functions as a barrier, which is confusing to new users and unsafe for pedestrians, especially at intersections. The specific plan is proposing to convert it into a couplet of one-way streets, with bicycle facilities on both sides helping residents on both sides of the tracks access the station.

The two-way configuration of each side of Willowbrook Avenue is the cause of significant confusion when drivers and pedestrians encounter it, particularly at its intersection with Compton Boulevard.

The Reverse Couplet, eliminates points of conflict between pedestrians and vehicles at intersections, improving safety. It provides space for bike lanes on both sides, and it requires less infrastructure investment, as the existing bus station and Metro gate system can be preserved. There is also an opportunity for a new back access for Sheriff's Department vehicles off of Myrrh Street. The redesigned Willowbrook Avenue also proposes to continue the street north from Compton Blvd. to Rosecrans Ave. to allow through circulation. The specific plan proposes to relocate the Compton letters to the adjacent property behind the superior market near the future pedestrian mall.

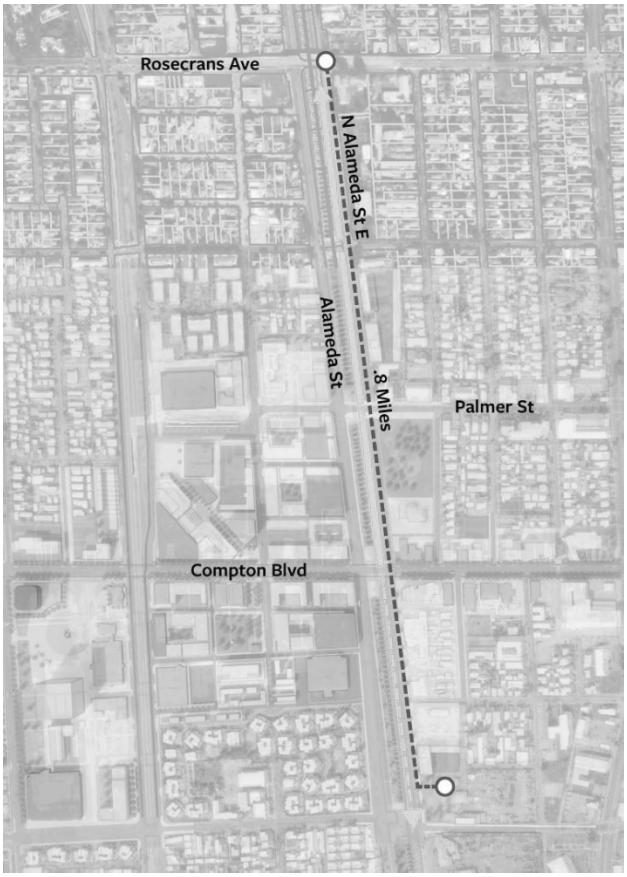
The street proposal after dialogue with the community, Metro and the City Council in October 2020 agreed with the planning team's recommendation to choose reverse couplet alternative. The couplet concept is envisioned between Rosecrans Avenue and Myrrh Street. Beyond these pints, Willowbrook Ave. will transition back to its existing two-way configuration.
The map below and cross sections below show the conceptual design.

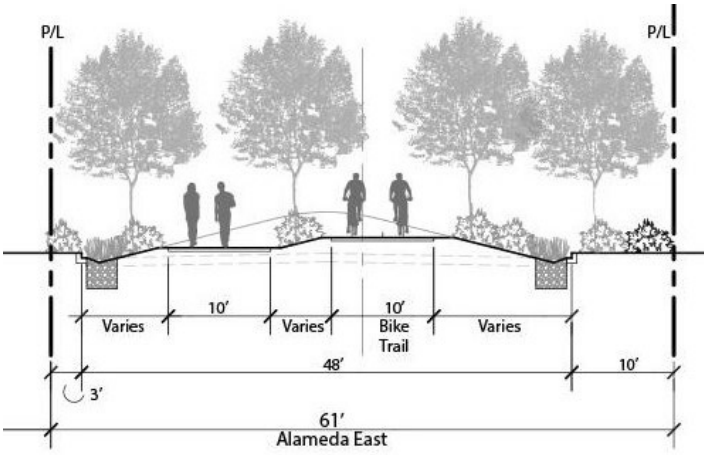

Bus Station
Willowbrook Av W
Bus Station
Willowbrook Av E
Willowbrook Av W
Willowbrook Av E
Compton Bl
Compton Bl



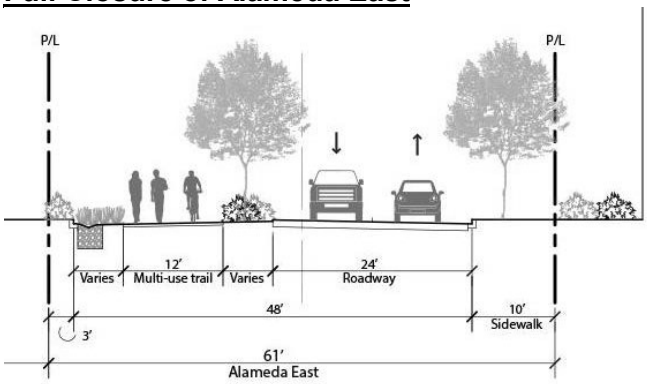
<u>Alameda East</u>

Alameda East between Rosecrans Avenue and Compton Boulevard is currently used at less than 30% of its capacity. The roadway is wide with 16’ travel lanes with only a few properties obtaining their access from the street and most of these properties have frontages on side streets as well. The specific plan vision for Alameda Street East is to close or partially close the roadway and convert it to a greenway serving as a recreational and health amenity for the central Compton population. The greenway can provide much-needed green space, provide safe bicycle and pedestrian trail access from nearby neighborhoods to Wilson Park, Downtown Compton, and create a suitable environment for new residential uses to be built along its east side. Above all, the greenway would create a sorely lacking recreational amenity for the central Compton population and improve public health. Below are images of the possible redesigns.





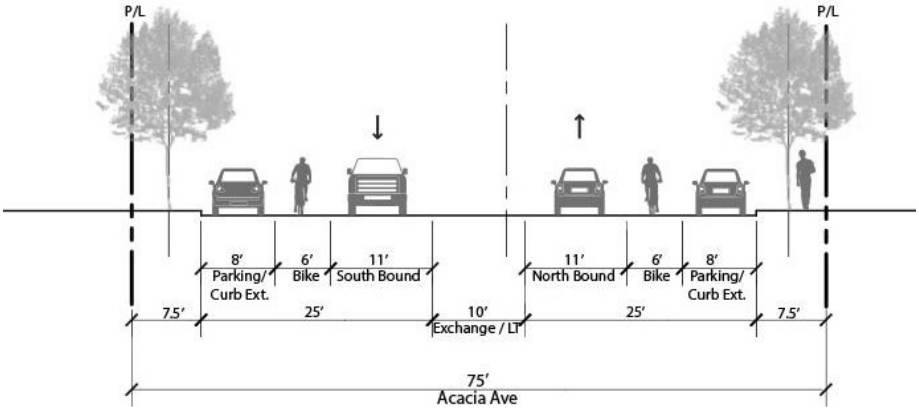
Full Closure of Alameda East



Partial Closure of Alameda East

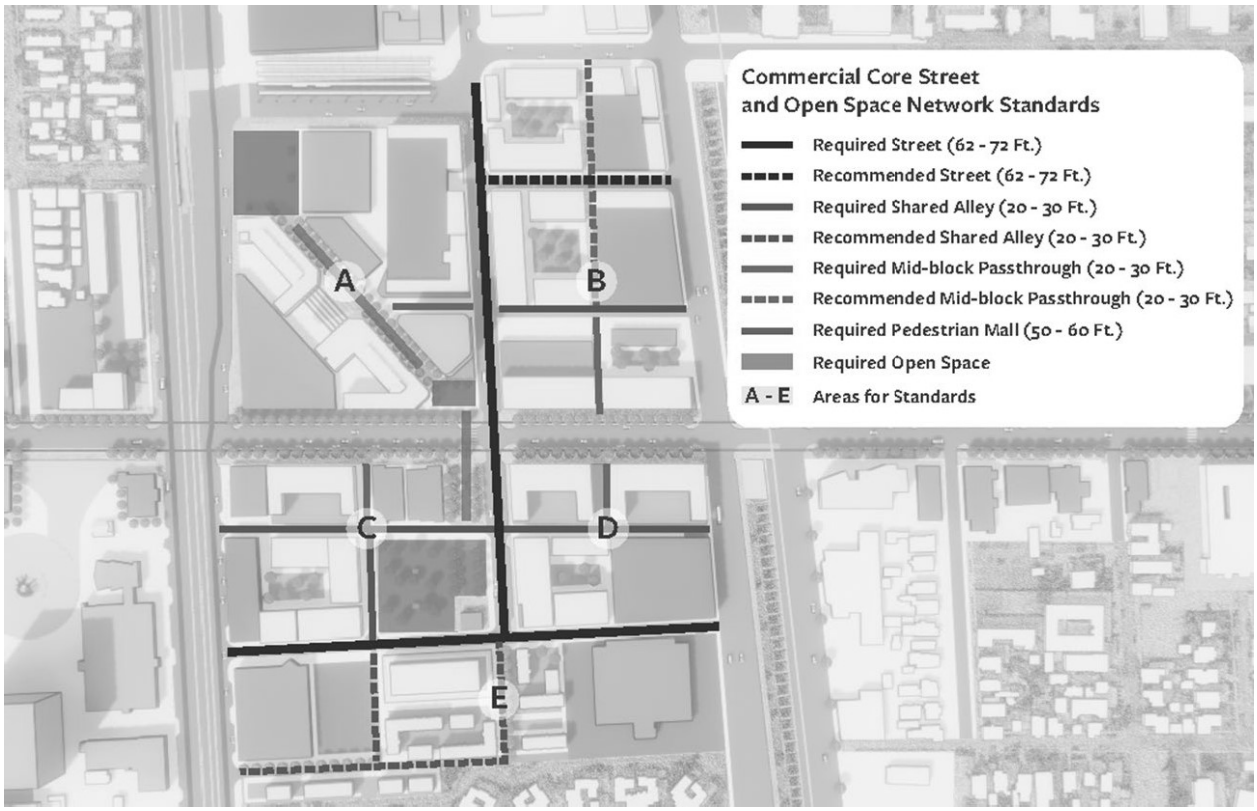
Acacia Avenue

Acacia Avenue is a local/collector street, which connects Compton High School and the Civic Center with residential neighborhoods. The street is one lane in each direction except on the block between Compton Boulevard and Myrrh Street, where it is two lanes in each direction. Although access to the Civic Center/Courthouse parking garage is from this segment traffic volume is still well under capacity. Under the Specific Plan, the street is proposed to be restriped, reducing vehicular lanes to one in each direction with a center turn lane. This will allow for safer pedestrian crossings and a Class II bicycle lane in each direction. A cross section of this concept is shown below.



Commercial Core: New Streets Network

The Commercial Core area in downtown Compton currently consists of two superblocks, each containing a 16-17 acre shopping center. As development proceeds in this area, a new network of streets and pedestrian ways will be built to create walkable paths in this area. New development will be conditioned to establish mobility connections and open spaces within the footprint of the proposed development. This concept also preserves space for the lager retail buildings located in the rear of the commercial centers. A conceptual aerial view of how this concept would look is shown below.



Pedestrian Mall.

The specific plan is proposing the creation of a diagonal pedestrian mall, (walk) that will lead pedestrians from Compton Blvd. to the light rail station platform. This diagonal path will allow for a shortened walking distance from Compton Blvd. to the station platform past retail businesses and allow pedestrians to ross Willowbrook Ave at palmer instead of Compton Blvd. Pedestrian malls are pedestrian walkways designed for high levels of pedestrian activity. The envisioned diagonal pedestrian mall through the Commercial Core shall be designed as part of the Compton Walk and implement the Compton Walk's design principles, adapting them for the pedestrian mall condition. The pedestrian mall shall also feature outdoor lighting to create a festive atmosphere. The images blow provide an example of a pedestrian mall.



Pedestrian Mall Typical Cross-Section and illustration.

Review and Approval process

The specific plan establishes four levels of project review for development projects within the specific plan. The objective in establishing these different levels of review is to expedite and facilitate the development of affordable and market rate residential and mixed-use projects. For smaller projects, this will occur principally through Tier 1 administrative review. For larger and conditional use permit projects, development review will occur through a Tier 2 and or CUP public hearing by the Planning Commission. Below are the four levels of review:

Tier 1

The first level of review is the Tier 1 review. This review is administrative and will apply to the following projects.

- New construction or additions that feature more than five residential units and less than sixty residential units. New residential/mixed-use construction or addition projects with up to sixty units, including up to 8,000 square feet of retail.
- Any mixed-use or nonresidential project that creates less than 400 daily vehicular trips as established by a traffic generation memo prepared by a professional engineer (PE) or traffic engineer (TE).
- 100% affordable mixed use housing projects of any size with maximum income levels of 80% low income and 20% moderate income units with up to 8,000 square feet of supportive retail.

Tier 2

The second level of review is the Tier 2 review. Tier 2 applies to any new construction, addition, exterior modification, or renovation that does not qualify for Tier 1 review. This review will be processed as a Design Review using the Conditional Use Permit public hearing process. The intent of both the Tier 1 and Tier 2 reviews is to review and approve projects not from a land use basis, but from a design review basis, (does the project further the objectives of the Specific Plan).

Minor Use Permit

The third level of review is the Minor Use Permit (MUP). The Minor Use Permit provides a process for administratively reviewing minor land uses. The purpose of the MUP is to provide sufficient flexibility and to reduce processing times for projects that are consistent with the objectives of the Specific Plan. Examples of MUP projects are health and fitness less than 15,000 square feet, restaurants open after 10 pm, retail less than 100,000 square feet, and home occupations with clients. The MUP will be processed as an administrative review using the ARB review process with new findings. The fees for the MUP review will be the established fees used for the ARB review using a similar application.

Conditional Use Permit

In addition to the Tier 1, 2 and Minor Use Permit, the specific plan also implements the use of the Conditional Use Permit (CUP) for certain land uses. These land uses are called out in the land use matrix of each zone. Land uses requiring a CUP will follow the established CUP review and process procedures in the current zoning code.

Parking Context and Parking District Strategy

The Compton TOD Specific Plan recommends the establishment of a parking district within the Downtown Area to encourage the efficient use of both existing and future parking facilities, and encourage a “park once” environment where visitors, employees, and residents are able to park their cars, and then walk to multiple destinations. Parking would be provided through a combination of structured facilities and surface level parking lots. The parking district should be set up by the City concurrently or prior to the approval of the first project in the DC or DT zones.

The Dollarhide structure is currently only approximately 20% occupied during peak weekday hours. As a result, this facility can be utilized for customer parking for the adjacent Renaissance area development. The courthouse parking structure currently operated by Los Angeles County could also be used for shared parking. However, the California State Judicial Council does not support the shared use of the parking structure at this time.

The specific plan also recommends that parking spaces be unbundled from residential units. For example, residents must be given the option to not rent a space or to rent one space, or if there is sufficient supply, two parking spaces. Additionally, all developments shall provide an electric vehicle charging station for a minimum of one percent of the total number of vehicle parking spaces provided.

Designated stalls for scooters, mopeds, and motorcycles will should also be required. These spaces shall count toward satisfying the minimum parking requirement. Parking Lifts and Tandem Parking will also be utilized to more efficiently use structured parking. Tandem will only be used on residential parking spaces.

Environmental Review:
In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study (IS) for the project was prepared by Impact Sciences, the environmental consultants on behalf of the City of Compton. The City of Compton, in its capacity as Lead Agency, has determined that the proposed project required a Program Environmental Impact Report and mitigation-monitoring plan, as part of its environmental review.

Based upon a review of the project and the CEQA Initial Study checklist, a Draft Program Environmental Impact Report (DEIR) was prepared to address specific areas of concern. No significant and unavoidable impacts other than Noise and Air Quality have been identified in the DEIR. Impacts identified as Significant and Unavoidable are those, which cannot be avoided or lessened to a level of insignificance (or a less than significant level) by implementing mitigation measures or feasible alternatives.

If the impacts cannot be fully mitigated, CEQA guidelines call for the local jurisdiction to adopt a Findings of Fact and Statement of Overriding Considerations specifying other overriding public benefits the project will have. As stated above, the draft program EIR identified two areas of concern (Air Quality and Noise) requiring a Findings of Fact and Statement of Overriding Considerations. The Air Quality impacts center around mobile source emissions concerning certain gases (ROG, NOx, CO) at build out in 2040. The Noise impacts concern temporary construction noise, vibration and traffic noise on Willowbrook Ave between Rosecrans Ave and Compton Blvd. The EIR states that these impacts are possible but may not occur due to factors not known at this point. Quite possibly, there may be no impacts at all. A conservative approach has been taken in the EIR.

Therefore, because Noise and Air Quality have been identified as causing unavoidable impacts even with mitigation, Findings of Fact and a Statement of Overriding Considerations have been prepared. These Findings of Fact and Statement of Overriding Considerations are attached and will be made a part of the project Change of Zone ordinance

The Notice of Preparation (NOP) was circulated from September 24, 2022 to October24, 2021 and the EIR scoping meeting conducted on October 14, 2022. The Notice of Completion was filed in May of 2022.

The EIR document was posted in the LA County Clerk office in Norwalk, Community Development Department's webpage and circulated to service providers, public agencies and adjacent property owners for a 45-day public review period from **May 11, 2022 to June 27, 2022**.

At the conclusion of the 45-day EIR pubic review period, two comment letters were received. One letter was from Cal-Trans and the second letter from The California Judicial Council. The Cal-Trans letter acknowledged receipt of the EIR and did not have any major concerns. They recommended including a condition of approval requiring a follow up VMT analysis to verify the VMT assumptions of the EIR.

The Judicial Council letter commented on the section of the Specific Plan and EIR that proposed a new residential development in the open area between the courthouse building and the parking structure, as well as the proposed shared use of the parking structure. They stated that the proposed residential use of the area adjacent to the courthouse and shared use of the parking structure would result in increased noise that would adversely affect courthouse operations.

They requested that the specific plan be modified to delete these two provisions. The Judicial Council also asked for an LOS study of the Myrrh and Willowbrook Ave intersections.

Both the proposed new residential use and shared use of the county parking structure were deleted from the specific plan. However, both of these concepts should be explored further at a future time for possible incorporation in the specific plan.

FISCAL IMPACT

There is no direct fiscal impact to the General Fund that will result from the adoption of the attached Ordinance. The proposed Change of Zone only establishes the Compton TOD specific plan overlay zoning and adopts the TOD specific plan. It does not propose any development or use of City funds.

FINDINGS FOR ADOPTION OF PROGRAM ENVIRONMENTAL IMPACT REPORT 953, MITIGATION MONITORING AND REPORTING PROGRAM AND FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS:

1. That in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an EIR 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 TOD specific plan project requires an Environmental Impact Report as part of the project environmental review.
3. That the Notice of Intent, Notice of Completion along with the Environmental Impact Report No. 953 was posted with the Los Angeles County Clerk's office in Norwalk, and that the Environmental Impact Report was circulated for a 45-day public review period, 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 mitigation measures, except for Noise and Air Quality for which Findings of Fact and a Statement of Overriding Considerations have been prepared.
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 mitigation measures, except for Noise and Air Quality for which Findings of Fact and a Statement of Overriding Considerations have been prepared.
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 mitigation measures, except for Noise and Air Quality for which Findings of Fact and a Statement of Overriding Considerations have been prepared for adoption and are attached as Attachment D.

FINDINGS FOR AN APPROVAL OF CHANGE OF ZONE CASE NO. 2022-001:

1. The proposed designation of Specific Plan (SP) overlay zoning and adoption of the Compton Station TOD Specific Plan will facilitate redevelopment of the downtown civic center area and is in conformance with the Genera Plan goals and policies of the Land Use, Housing, Urban Design and Circulation elements and intent to use specific plans to redevelop the central business district near the civic center. Additionally, prior to application and use of the TOD specific plan, a General Plan Amendment will have been approved establishing a TOD specific plan overlay district to ensure consistency between the Specific Plan overlay zoning and general plan.

2. That the change of zone designation to the Specific Plan (SP) overlay zone and adoption of the Compton Station TOD Specific Plan is suitable for the project area based on the analysis conducted for the preparation of the specific plan and that of the companion Program Environmental Impact Report. Furthermore, the proposed Compton TOD specific plan provides development regulations and design guidelines which will ensure that any future development is compatible for the downtown and adjacent areas.

3. The proposed application of the Specific Plan (SP) overlay zone and adoption of the Compton Station TOD Specific Plan will promote increased housing opportunities, transit use, encourage redevelopment and increased pedestrian activity in the downtown civic center area and adjacent areas. The Compton Station TOD Specific Plan will also further several state planning goals such as reduction in greenhouse gases, reduced use of automobiles, increased affordable housing units and increased use of light rail.

FINDINGS FOR AN APPROVAL OF CHANGE OF ZONE – SPECIFIC PLAN CASE NO. 2022-001:

1. The proposed Compton TOD Specific Plan is consistent with the 1991 General Plan goals, policies of the Land Use, Housing, Urban Design and Circulation elements. The Specific Plan through its design guidelines and development regulations will be compatible with the existing and future patterns of zoning, land use and development.

2. The land use and development regulations within provide design guidelines and development standards within the specific plan project area that are otherwise not available through categorical Zoning, including the land uses of residential, retail, and restaurants operating by right on the same site. These proposed design guidelines and development standards permit encourage higher density and taller mixed use buildings with reduced parking

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 the development review process, 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.

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 will regulate future re-development with more comprehensive design guidelines and development standards then contained in the zoning ordinance. The Compton TOD Specific Plan provides for compact vertical mixed use development which encourages increased use of mass transit, bicycles, walking reduced use of automobiles, provides onsite amenities, and encourages more affordable housing.

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 Environmental Impact Report prepared for the specific plan. However, the EIR does state that there will be unavoidable impacts even with mitigation for both Noise and Air Quality. Findings of Fact and a Statement of Overriding Considerations have been prepared for adoption and are included as attachment D.

Planning Commission Decision Recommendation

The Planning Commission at its September 21, 2022 meeting adopted a resolution recommending that the City Council adopt the Program Environmental Impact Report 953 and Mitigation Monitoring and Reporting Program with Findings of Fact and Statement of Overriding Consideration and approve the proposed Change of Zone Case No. 2022-001 establishing the TOD specific plan overlay zoning for certain lots within the Compton TOD specific plan project area and adopt the Compton Transit Oriented Development Specific Plan.

RECOMMENDATION

Staff recommends the following the actions be taken:

1. Adoption of Environmental Impact Report No. 953, Mitigation Monitoring and Reporting Program, Findings of Fact and Statement of Overriding Considerations; and
2. Approval of Change of Zone Case No. 2022-001 establishing and applying the Compton TOD Specific Plan (SP) overlay zone and adoption of the Compton Transit Oriented Development 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 ADOPTING COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT 953, MITIGATION MONITORING REPORTING PROGRAM, FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING CHANGE OF ZONE CASE NO. 2022-001, A REQUEST TO AMEND ZONING CODE SECTION 30-54 ALLOWING THE APPLICATION OF THE SPECIFIC PLAN ZONE (SP) AS AN OVERLAY ZONE FOR CERTAIN PROPERTIES WITHIN THE COMPTON TRANIST ORIENTED DEVELOPMENT SPECIFIC PLAN PROJECT AREA AND ADOPTION OF THE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN

WHEREAS, the City of Compton Community Development Department has completed the preparation of the Compton Transit Oriented Development (TOD) Specific Plan Program Environmental Impact Report and Specific Plan and has processed an application for a Change of Zone in accordance with Section 30-28 and section 30-54 of the Compton Municipal Code to change the zoning of certain properties to Specific Plan (SP) and to apply the SP zone as an "overlay zone" in addition to adopting the Compton TOD Specific Plan for a certain real properties situated in the Compton TOD Specific Plan project area within the City of Compton, legally described as follows:

See attachment A (List of property APN's to be overlay SP zoned); and

WHEREAS, Change of Zone Case No. 2022-001 was processed in accordance with Compton Municipal Code (CMC) 30-28 and 30-54; and

WHEREAS, there is a need for this zone change to be approved to accommodate future TOD mixed-use, multi-story projects with affordable housing in downtown Compton and adjacent areas; and

WHEREAS, the zone change will facilitate and encourage additional TOD mixed-use residential and commercial developments along Compton Boulevard, Rosecrans Ave., Willowbrook Ave., Santa Fe Ave., and Alameda Street; 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, Program Environmental Impact Report No. 953 (EIR) was prepared for this project in accordance with the California Environmental Quality Act (CEQA); and that the Project would result in significant effects on the environment concerning Noise and Air Quality; and

WHEREAS, Program Environmental Impact Report No. 953 showed that the growth permitted by the Compton TOD specific plan would cause unavoidable impacts even with mitigation in both Noise and Air Quality. Therefore, Findings of Fact and a Statement of Overriding Considerations were prepared for the City Council to adopt and are attached hereto as Attachment D; and

WHEREAS, the Notice of Intent along with the Notice of Completion for Environmental Impact Report 953 was posted with the Los Angeles County Clerk's office in Norwalk, circulated for a 45-day public review period (May 11, 2022 – June 27, 2022) and EIR posted on the City's and project website; and

WHEREAS, the Planning Commission held a duly noticed public hearing on September 21, 2022 and discussed the proposed Compton TOD specific plan; at which time the Planning Commission recommended that the City Council adopt Environmental Impact Report 953 with the Mitigation Monitoring and Reporting Program, findings of fact and statement of overriding considerations and approve General Plan Amendment 2022-001, Change of Zone 2022-001, adopt the Compton TOD Specific Plan; and

WHEREAS, notice of the public hearing was published in the Compton Bulletin on October 12, 2022; and

WHEREAS, a public hearing on said Change of Zone case No. 2022-001 was held before the City Council on October 18, 2022; and

WHEREAS, the City Council considered all the information presented pertaining to the Change of Zone No. 2022-001 and Environmental Impact Report 953 and the Compton TOD specific plan; and

WHEREAS, the City Council being fully informed:

F I N D S

FINDINGS FOR AN APPROVAL OF CHANGE OF ZONE CASE NO. 2022-001:

1. The proposed designation of Specific Plan (SP) overlay zoning and adoption of the Compton Station TOD Specific Plan will facilitate redevelopment of the downtown civic center area and is in conformance with the 1991 Genera Plan goals and policies of the Land Use, Housing, Urban Design and Circulation elements and intent to use specific plans to redevelop the central business district near the civic center. Additionally, prior to application and use of the TOD specific plan, a General Plan Amendment will have been approved establishing a TOD specific plan overlay district to ensure consistency between the Specific Plan overlay zoning and general plan.

2. That the change of zone designation to the Specific Plan (SP) overlay zone and adoption of the Compton Station TOD Specific Plan is suitable for the project area is based on the analysis conducted for the preparation of the specific plan and that of the companion Program Environmental Impact Report. Furthermore, the proposed Compton TOD specific plan provides development regulations and design guidelines which will ensure that any future development is compatible for the downtown and adjacent areas.

3. The proposed application of the Specific Plan (SP) overlay zone and adoption of the Compton Station TOD Specific Plan will promote increased housing opportunities, transit use, encourage redevelopment and increased pedestrian activity in the downtown civic center area and adjacent areas. The Compton Station TOD Specific Plan will also further several state planning goals such as reduction in greenhouse gases, reduced use of automobiles, increased affordable housing units and increased use of light rail.

FINDINGS FOR AN APPROVAL OF CHANGE OF ZONE – SPECIFIC PLAN:

1. The proposed Compton TOD Specific Plan is consistent with the 1991 General Plan goals, policies of the Land Use, Housing, Urban Design and Circulation elements. The Specific Plan through its design guidelines and development regulations will be compatible with the existing and future patterns of zoning, land use and development.

2. The specific plan enhanced provide design guidelines and development standards in the project area that are not available through categorical Zoning. The proposed design guidelines and development standards encourage higher density, taller mixed use buildings with reduced parking, amenities, circulation improvements and facilitate the new construction of affordable housing units.

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 the development review process, 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.

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 will regulate future re-development with more comprehensive design guidelines and development standards then contained in the zoning ordinance. The Compton TOD Specific Plan provides for compact vertical mixed use development which

encourages increased use of mass transit, bicycles, walking reduced use of automobiles, provides onsite amenities, and encourages more affordable housing.

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 Environmental Impact Report prepared for the specific plan. However, the EIR does state that there will be unavoidable impacts even with mitigation for both Noise and Air Quality. Findings of Fact and a Statement of Overriding Considerations have been prepared for adoption and are included as attachment D.

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

Section 1. The City Council, adopts Environmental Impact Report No. 953, Mitigation Monitoring and Reporting Program, Findings of Fact and Statement of Overriding Considerations, (Attachment D).

Section 2 That notwithstanding the imposition of the mitigation measures in the MMRP not all significant impacts of the project have been reduced to a level of insignificance or eliminated by changes in the proposed project. The City council finds that the project will bring substantial benefits to the City and that the specific plans benefits outweigh the projects significant unavoidable impacts and pursuant the CEQA guidelines section 15093 adopts and makes the Findings or fact and Statement of Overriding Considerations as set forth in Attachment D attached hereto and incorporated herein by reference to explain why the project its impacts and foregoing benefits, the City council finds in light of important social, economic and other benefits that the project will bring as set forth in the Statement of Overriding Considerations, that the adverse environmental impacts of the project that are not fully mitigated are acceptable.

Section 3. That the mitigation measures/conditions of approval shown on Attachment B, attached herein, shall apply to the Compton TOD Specific Plan:

Section 4. That zoning code section 30-54 shall be amended as described in Attachment C to permit “overlay” zoning for the Specific Plan (SP) zone.

Section 5. That the zoning of APN’s listed in Attachment “A” hereby receive the added overlay zoning of “Compton TOD- SP” and the Compton TOD specific plan is hereby adopted.

Section 6. 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 7. 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 8. That this Ordinance shall take effect thirty (30) days after adoption by the City Council.

Section 9. 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

AIN	ZONING
Compton TOD Specific Plan Overlay Zoned Parcels	
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ATTACHMENT B
Conditions of Approval for Compton TOD Specific Plan

Conditions of Approval/Mitigation Measures:

1. During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus services for hotel uses
- Provide bicycle storage/parking facilities and shower/locker facilities.
- Provide onsite child-care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator at commercial uses.

- Implement a rideshare program.
- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.
- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Provide electric vehicle charging
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

3. City of Compton will facilitate and require the following to mitigate potential future impacts to historic resources.

   a. Prior to the issuance of any demolition or development permits submitted by project applicants, the applicant shall prepare an inventory of the buildings located onsite within the identified project site.

   b. Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

   c. As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

4 City of Compton will facilitate and require the following to mitigate potential future impacts to archaeological resource studies.

   a. Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient

background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.

b. Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

c. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication “Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)”. Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

5 City of Compton will facilitate and require the following to mitigate potential future impacts related to unanticipated discovery of tribal cultural resources.

In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of MM CUL-2 or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

6 City of Compton will facilitate and require the following to mitigate potential future impacts related to unanticipated discovery of paleontological resources:

In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified

immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.

7 During case-by-case review of individual projects, the City of Compton shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible:

a. Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

b. Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
c. Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.
d. Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
e. Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
f. Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
g. Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

8 During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and

9 Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

a. Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
b. Use of rubber-tired equipment rather than metal-tracked equipment
c. Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

ATTACHMENT C
(Amended)

30-54.4 General Plan and Zoning Consistency

All proposed specific plan shall be consistent with the goals and policies of the Compton General Plan and this title. All proposed specific plans shall submit a concurrent General Plan and Change of Zone application changing the current General Plan land use designation and zoning to SP to affect the adoption of a Specific Plan.

The Specific Plan (SP) zone can be applied as either a base categorical zone or as an Overlay zone.

Attachment D

Certification of the Compton Station Transit-Oriented Development Specific Plan Final Program Environmental Impact Report

Adoption of California Environmental Quality Act Findings, Mitigation Measures, Mitigation Monitoring Program, and Statement of Overriding Considerations

August 2022

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A. INTRODUCTION

The Draft Program Environmental Impact Report (Draft EIR, State Clearinghouse No. 2021090474) has been prepared by the City of Compton (City) to evaluate the environmental effects of the Compton Station Transit Oriented Development (TOD) Project (Project). The Project is described in **Section B, Project Summary,** below.

The City is the lead agency as defined in Section 15051(b) of the guidelines for implementing the California Environmental Quality Act (CEQA).

B. PROJECT SUMMARY

The Compton Specific Plan provides a land use and policy framework to support the transformation of Compton Station into economically vibrant districts. The Compton Specific Plan focuses on implementing a community-based vision for the Metro A Line Compton Station and the immediate surrounding areas. A Specific Plan serves as regulatory tool for the City of Compton to guide responsible growth and development that maximizes the unique characteristics of that particular area. The proposed Specific Plan envisions how the Plan Area, in the heart of downtown Compton, can become the hub of the City. The Specific Plan would encourage desired activity in the area through land uses and development types and will remove constraints to efficient development. Those current land uses inconsistent with the Specific Plan would become non-conforming and remain in place until the property owner(s) decide to sell and/or redevelop their properties. The project does not propose to acquire or demolish properties. The authority for preparation and adoption of specific plans is set forth in California Government Code Sections 65450 through 65457.

In total expected developed by 2040 period is anticipated to be:

- 2,178 residential units (1,444 market-rate and 734 affordable)
- 97,000 square feet of office/institutional space
- A net decrease in commercial space of 39,000 square feet
- 150 hotel rooms

Total retail space is additionally anticipated to decline by 39,000 square feet. The projected decline reflects an intended recycling of some large-format, big box stores with mixed-use development and inline stores and restaurants which occupy a much smaller footprint. The quality, variety and quantity of retail sales is anticipated to increase despite the decline in square footage.

B.1 Project Objectives

The following are the City's objectives for the Project:

Vision: In order to build a better downtown, transforming it into a world-class destination that all our community can enjoy, the Specific Plan sets out a suite of actions organized under six goals, which derive closely from the values and priorities expressed by the community.

- **Goal #1:** An economically active and vibrant station area which attracts investment and provides quality amenities to the community.

- **Goal #2:** A safe and well-maintained Downtown where people enjoy public space.
- **Goal #3:** A built environment which reflect the history, creativity and excellence of Compton.
- **Goal #4:** A station area which promotes public health and sustainability and provides calm and attractive networks for all modes of travel.
- **Goal #5:** Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.
- **Goal #6:** Increased opportunities for Compton residents to create and grow local businesses.

C. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION PROCESS

The City of Compton prepared and circulated a Notice of Preparation (NOP) from September 24, 2021 through October 24, 2021. The NOP was circulated in order to receive input from interested public agencies (e.g., responsible and trustee agencies) and private parties on the contents of the EIR. In compliance with *State CEQA Guidelines*, the City held a scoping meeting on October 14, 2021 open to the public via Zoom to solicit comments from and to inform the public of the proposed EIR and its contents.

The City prepared and circulated the Draft EIR for a period of 45 days, extending from May 11, 2022, and ending on June 27, 2022. The Draft EIR was available for review at Compton City Hall and the Compton Library; an electronic copy of the Draft EIR was posted on the City's website. A community meeting was held on Thursday, June 9, 2022, via Zoom. A Notice of Availability of the Draft EIR was transmitted to responsible and trustee agencies, regulatory agencies and other to request comments on the Draft EIR, pursuant to *State CEQA Guidelines* Section 15086. Comments on the Draft EIR were received during the comment period, and those comments are responded to in the Final EIR.

The Final EIR is comprised of the Draft EIR and the comments on the Draft EIR submitted by interested public agencies, organizations, and members of the public; written responses to the environmental issues raised in those comments; revisions to the text of the Draft EIR reflecting changes made in response to comments and other information; and other minor changes to the text of the Draft EIR. The Final EIR is hereby incorporated in this document by reference.

The Final EIR was distributed on October x, 2022 more than 10 days prior to the October xx, 2022 City Council hearing.

C.1 Incorporation of Final EIR by Reference

The EIR evaluated a Proposed Action, as well as alternatives to the Proposed Action. For purposes of these findings, the Project is defined to mean the project studied in the EIR.

The Final EIR consists of: (1) the Draft EIR, (2) all appendices to the Draft EIR (Appendices 1.0 through 3.12); (3) Chapter 1, "Introduction"; (4) Chapter 2, "Responses to Comments and Staff Initiated Text Changes": (5) Chapter 3, "Mitigation Monitoring and Reporting Program." The Final EIR Chapter 2 specifically includes the City's written responses to comments; a list of

persons, organizations, and public agencies commenting on the Draft EIR; The City's written responses to specific comments on significant environmental points raised in the review and consultation process; and copies of comments, as required by *State CEQA Guidelines* Section 15132. The Final EIR consisting of the aforementioned components is hereby incorporated by reference into these findings.

D. FINDINGS REGARDING THE ENVIRONMENTAL REVIEW PROCESS AND THE CONTENT OF THE FINAL EIR.

The City Council certifies that it has been presented with the Final EIR and that it has independently reviewed and considered the information contained in the Final EIR prior to making the following certifications and these findings.

Pursuant to *State CEQA Guidelines* Section 15090 (Title 14 of the California Code of Regulations, Section 15090) the Council certifies that the Final EIR has been completed in compliance with CEQA and the *State CEQA Guidelines*. The Council certifies the Final EIR for the actions described in these findings and in the Final EIR, for the Project as described above. The Council further certifies that the Final EIR reflects its independent judgment and analysis.

Pursuant to Public Resources Code Section 21081 and *State CEQA Guidelines* Section §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental as identified in the Final EIR.

2. 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

The City has made one or more of these specific written findings regarding each significant impact associated with the Project. Those findings are presented below, along with a presentation of facts in support of the findings. The City certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed.

The Compton Station TOD Specific Plan EIR has been prepared as a Program EIR pursuant to *State CEQA Guidelines* Section 15168. The degree of specificity in the Program EIR corresponds to the specificity of the Project. The Program EIR included an appropriate analysis of impacts in thirteen (13) environmental topics, analyzing the Project and alternatives, including a No Project Alternative. The EIR disclosed the environmental impacts expected to result from the implementation and development of the Project. Feasible mitigation measures were identified to avoid or minimize significant environmental effects.

The mitigation measures adopted as part of the Project are feasible, as appropriate for a Program EIR, and the Compton Station TOD Specific Plan EIR mitigates the environmental impacts to the maximum extent feasible as discussed in the findings made below. The Findings in **Section E**, below, indicate where mitigation measures are not capable of reducing impacts to levels of less than significant.

It is the finding of the City Council that the proposed Final EIR fulfills environmental review requirements for the Compton Station TOD Specific Plan and that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the City Council.

In response to comments received, the Final EIR includes corrections and additions that correct minor errors and amplify and/or clarify information in the Draft EIR. All such changes made to the Draft EIR are shown in the Final EIR (**Chapter 2.0, Corrections and Additions**) in strikethrough and underline text.

It is the finding of the City Council that such clarifying changes and the corrections and additions as described in the Final EIR, have not presented any new, significant information requiring recirculation or additional environmental review under *CEQA Guidelines* Section 15088.5.

A Mitigation Monitoring and Reporting Plan (MMRP) for the Compton Station TOD Specific Plan has been adopted pursuant to the requirements of Public Resources Code Section 21081.6 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment and is included in the Final EIR document dated August 2022. The City is the custodian of the documents and other materials that constitute the record of the proceedings upon which certification of the EIR for the Compton Station TOD Specific Plan, is based, as described below in **Section D.1, Finding Regarding Location and Custodian of the Record**.

D.1 Finding Regarding Location and Custodian of the Record

The documents and other materials that constitute the record of proceedings on which the City's Findings of Fact are based, are available for review at Compton City Hall located at 205 S. Willowbrook Avenue, Compton, CA 90220.

The custodian of these documents is Robert Delgadillo, Senior Planner. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 Cal. Code Regs. Section 15091(e).

For purposes of CEQA, the Record of Proceedings for the Compton Station TOD Specific Plan EIR consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the Compton Station TOD Specific Plan EIR.
- The Draft and Final EIRs, including appendices and technical studies included or referenced in the Draft and Final EIRs.
- All comments submitted by agencies or members of the public during the 45-day public comment period on the Draft EIR.

- The Mitigation Monitoring and Reporting Program for the Project.
- All Findings and resolutions adopted by the City Council in connection with the Project, and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Compton Station TOD Specific Plan EIR prepared by Impact Sciences, Inc., consultant to the City.
- All documents and information submitted to the City by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the Reuse of the Compton Station TOD Specific Plan EIR, up through the date the City Council approved the Project.
- Minutes and/or summary transcripts of all public meetings and public hearings held by the City, in connection with the Compton Station TOD Specific Plan EIR.
- Any documentary or other evidence submitted to the City at such public meetings and public hearings.
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

D.2 Absence of Significant New Information

State CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The Guidelines provide examples of significant new information under this standard, as follows:

4. (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

5. (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

6. (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

7. (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The City Council recognizes that the Final EIR incorporates information obtained by the City since the Draft EIR was completed, and contains additions, clarifications, modifications, and other changes. With respect to this information, the Council finds as follows:

Various minor changes and edits have been made to the text the Draft EIR. These changes are generally of an administrative nature such as correcting typographical errors, making minor adjustments to the data, and adding or changing certain phrases to improve readability and enhance clarity. The City Council finds that these changes are of a minor, non-substantive nature and do not require recirculation of the Draft EIR.

In addition to the changes and corrections described above, the Final EIR provides additional information in response to comments and questions from the public. The City Council finds that this additional information does not constitute significant new information requiring recirculation, but rather that the additional information clarifies or amplifies an adequate EIR. Specifically, the City Council finds that the additional information including the changes described above, does not show that:

8. (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

9. (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

10. (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

11. (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

E. ENVIRONMENTAL IMPACTS

The City staff report, the EIR, written comments, written and oral testimony at public hearings, and these Findings and Statement of Overriding Considerations and other information in the administrative record serve as the basis for the City's environmental determination. The Final EIR includes revisions to the Draft EIR, public comments, and City responses. The detailed analyses

of potential environmental impacts and proposed mitigation measures for the Project are presented in the Draft EIR. Written comments and City responses, as well as some minor revisions to the impact and mitigation discussions, are provided in the Final EIR.

Presented below are the environmental findings made by this City Council after its review of the documents referenced above. Factual discussion in this document summarizes the information contained in the EIR and the administrative record upon which this Council bases its decision to certify the EIR and approve the Project.

The EIR prepared for the Project identifies two individual significant environmental impacts within 13 issue areas, which cannot be fully mitigated and are therefore considered significant and unavoidable impacts. To the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations. The significant and unavoidable impacts identified in the Draft EIR are discussed below, along with the appropriate findings per *State CEQA Guidelines* Section 15091. The City Council concurs with the conclusions in the Draft EIR that the issues and sub-issues discussed below can be mitigated below a significant impact threshold. For those issues that cannot be mitigated below a level that is less than significant, overriding considerations exist which make those impacts acceptable.

E.1 Differences of Opinion Regarding the Impacts of the Project

In making its determination to certify the Final EIR and to approve the Project, the City Council recognizes that the Project involves a number of controversial environmental issues and that a range of technical and scientific opinion exists with respect to those issues. The City Council has acquired an understanding of the range of this technical and scientific opinion by its review of the Draft EIR, the comments received on the Draft EIR and the responses to those comments in the Final EIR, as well as testimony, letters, and reports regarding the Final EIR and its own experience and expertise in assessing environmental impacts. The City Council has reviewed and considered, as a whole, the evidence and analysis presented in the Draft EIR, the evidence and analysis presented in the comments of the Draft EIR, the evidence and analysis presented in the Final EIR, the information submitted on the Final EIR, and the reports prepared by the experts who prepared the EIR, consultants, and by staff, addressing those comments. The City Council has gained a comprehensive and well-rounded understanding of the environmental issues presented by the Project. In turn, this understanding has enabled the City Council to make its decisions after weighing and considering the various viewpoints on these important issues. The City Council accordingly certifies that its findings are based on full appraisal of all of the evidence contained in the Final EIR, as well as the evidence and other information in the record addressing the Final EIR.

In making these findings, the City Council has considered the opinions of other agencies and members of the public, including opinions that disagree with some of the analysis and significance thresholds used in the EIR. City Council finds that the determination of significance thresholds is a judgment within the discretion of the City Council; the significance thresholds used in the EIR are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and staff; and the significance thresholds used in the EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

E.2 Findings Regarding Impacts Identified in the EIR to be Less Than Significant or No Impact and Requiring no Mitigation

The following issues were identified during the scoping process as having the potential to cause significant impact. These issues were found in the EIR as having no potential to cause significant impact and therefore require no project-specific mitigation.

Aesthetics

Threshold AES-1 The Plan area is not within or visible from any existing designated (or eligible) scenic highways. The nearest highway is Interstate 110 between mile post 25.7 and 31.9 in Los Angeles, approximately three miles west of the Plan area. Due to the lack of a designated (or eligible) scenic highway, implementation of the Plan would not result in impacts to a scenic resource within a state scenic highway. No mitigation is required. (Final EIR pp. 3.1-22)

Threshold AES-2 The proposed Plan would result in redevelopment and infill development within the existing developed urban environment. The views along road corridors would continue to be of a developed and urban landscape. Due to the lack of topography, scenic vistas would not be generated by the project, and as described above, no identified or designated scenic views or vistas exist. As a result, implementation of the proposed Plan would have no impacts in relation to a scenic vista.

Threshold AES-3 Implementation of the Specific Plan would change the existing Plan Area's visual quality by encouraging mixed-use development and providing public benefit projects for the community. The Specific Plan includes design guidelines (See Chapter 4 – Design Guidelines) to ensure development reflects the abovementioned principles. The design guidelines will apply to all multi-family residential, commercial, and mixed-use construction developments within the Plan area. The design guidelines include the following topics: building siting and orientation, building modulation and articulation; architectural theme, materials, finishes, color, on-site circulation, parking facility design, façade enhancements and activities, residential open space and amenities, residential privacy, green roofs and active roofs, walls and fences, exterior lighting, and outdoor service, storage, and loading areas. These guidelines will facilitate a cohesive design of the Plan area.

Upon adoption of the Specific Plan by the City Planning Commission and City Council, future development projects facilitated by the Specific Plan would be

required to comply with the development standards and design guidelines included the Specific Plan, as well as the City's Zoning Code and the City's General Plan's Urban Design Element. The City's permitting and approval process would ensure compliance. The process would also ensure projects would be reviewed by the City's Architectural Review Board, Building and Safety Department, and/or Planning Division of the Community Development Department, as applicable. As such, adoption of the Specific Plan would enable the project to be in compliance with applicable zoning and regulations governing scenic quality. Therefore, potential impacts associated with scenic quality would be less than significant. No mitigation is required (Final EIR 3.1-25 to 3.1-26)

Threshold AES-4 The Specific Plan contains provisions to reduce the impact of new sources of light. New lighting (site, parking lot, and building security lighting) should preclude direct glare on onto neighboring properties or skyward. Lighting fixtures will be shielded to confine light spread. In mixed-use projects, all lighting should be adequately shielded from adversely impacting residential sections and lighting on walkways and driveways should be one foot candle minimum. Furthermore, Chapter 30-19.5 of the CMC contains lighting standards for new development. Future projects developed in the Plan Area would be reviewed for site-specific consistency with the lighting standards. Therefore, impacts associated with light and glare would be less than significant. (Final EIR 3.1-26 to 3.1-27)

Air Quality

Threshold AIR-1 Area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. The Specific Plan would not result in construction air quality emissions that exceed the SCAQMD thresholds of significance. Specific Plan construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB. The Specific Plan's growth projections would not be considered substantial, and the objectives of the Specific Plan would help the State, SCAG region and City achieve its goals of increasing housing, and in particular, locating growth within transit-oriented districts. The Specific Plan would not have the potential to conflict with regional growth projections identified in SCAG's RTP/SCS used in the formulation of the AQMP. As the Specific Plan is consistent with Criterion Nos. 1 and 2, it would not conflict with

or obstruct implementation of any applicable air quality plan, and this impact is less than significant. No mitigation is required (Final EIR 3.2-21 to 3.2-23)

Threshold AIR-3

Localized Emissions. As shown in Table 3.2-10, Localized Significance of Construction Emissions – Maximum Pounds per Day, the Specific Plan would not exceed any of the identified localized thresholds of significance during construction. Therefore, Specific Plan construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant. As the operational component of Specific Plan buildout would occur across the Plan Area and primarily consist of mobile sources, an operational analysis against the LST methodology is not appropriate and this impact would be less than significant. No mitigation is required. (Final EIR 3.2-28 to 3.2-29)

Carbon Monoxide. The Specific Plan would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. Therefore, the Specific Plan would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards. No mitigation measures are required. (Final EIR 3.2-29 to 3.2-30)

Toxic Air Contaminants. Impacts with respect to localized CO concentrations would be less than significant. 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. However, these activities, and the land uses associated with the Specific Plan, are not considered uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. For these reasons, the Specific Plan would not expose nearby sensitive receptors to substantial amounts of air toxics

and this impact would be less than significant. No mitigation measures are required. (Final EIR 3.2-30)

Threshold AIR-4 Construction activities associated with the Specific Plan 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 Specific Plan buildout. In addition, the Specific Plan 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 Specific Plan 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 Specific Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and this impact would be less than significant. No mitigation is required. (Final EIR 3.2-31)

Cultural Resources

Threshold CUL-3 In the unlikely event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and *CEQA Guidelines* § 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, it requires that disturbance of the site shall be suspended, and the City of Compton and the Los Angeles County Coroner would be immediately notified. Compliance with these protocols would reduce impacts to a less than significant level. No mitigation is required. (Final EIR 3.3-21)

Energy

Threshold EN-1 Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the Specific Plan would not involve the inefficient, wasteful, and unnecessary use of energy during

construction, and the construction-phase impact related to energy consumption would be less than significant.

The operation of anticipated development would increase the use of energy in the Plan Area due to the intensification of land use. However, the increase would be in conformance with the latest version of California's Green Building Standards Code and Building Energy Efficiency Standards. In addition, SCE and SoCalGas have sufficient supplies to serve the development forecast under the proposed Specific Plan. Therefore, the Specific Plan would not result in wasteful, inefficient, or unnecessary energy consumption. This impact would be less than significant. No mitigation is required. (Final EIR 3.4-10 to 3.4-12)

Threshold EN-2 The City of Compton has not adopted any specific renewable energy or energy efficiency plan; however, as demonstrated under Impact GHG-2, the Specific Plan would be consistent with existing local policies contained in the City's General Plan intended to promote energy efficiency through renewable energy use and energy conservation measures. Furthermore, the Specific Plan itself contains goals and actions intended to promote energy efficiency, including Action 4.7, which seeks to promote the creation of green and solar roofs to reduce energy consumption of buildings and minimize GHG emissions. Therefore, the Specific Plan is consistent with and would not conflict with or obstruct a state plan or policies contained in the City's General Plan for renewable energy or energy efficiency; impacts would be less than significant. No mitigation is required. (Final EIR 3.4-12 to 3.4-13)

Greenhouse Gas Emissions

Threshold GHG-1 With the use of CalEEMod, GHG emissions associated with Specific Plan construction activities were calculated from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from sites within the Plan area. The total GHG construction emissions would be 3,013.66 metric tons of carbon dioxide equivalent (MT CO2e). As GHG emissions impacts 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 Specific Plan. The total construction GHG emissions were divided by 30 years to determine an annual construction emission rate to be amortized over the Specific Plan's first 30 years of operations, consistent with SCAQMD recommendations. Amortized over a 30-

year period, the Specific Plan is anticipated to emit approximately 100.46 metric tons of carbon dioxide per year (MT CO2e/year). The operations of the Specific Plan would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 3.5-5, Specific Plan Greenhouse Gas Emissions. As shown, the GHG emissions generated by the Specific Plan would be approximately 21,537.05 CO2e MTY. This quantified estimate of the Specific Plan's GHG emissions satisfies Section 15064.4(a) of the CEQA Guidelines, which states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. As described in Impact GHG-2the significance determination is based on the Specific Plan's consistency with the state's laws and programs to address climate change (i.e., AB 32, SB 32, and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP), and local plans and policies to address climate change (i.e., City of Compton General Plan). Based on the discussion under Impact GHG-2, the Specific Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and this impact is less than significant. No mitigation is required. (Final EIR 3.5-30 to 3.5-32)

Threshold GHG-2 As stated previously, the Specific Plan would have a significant GHG emissions impact if it would conflict with: the state's laws and programs to address climate change (i.e., AB 32, SB 32, and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP); and local plans and policies to address climate change (i.e., City of Compton General Plan). See Tables 3.5-6 and 3.5-7 of the EIR. As discussed in more detail below, the Specific Plan would be consistent with AB 32, SB 32, SB 375, the SCS/RTP, and the City's General Plan. As such, the Specific Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions and this impact would be less than significant. No mitigation is required. (Final EIR 3.5-33 to 3.5-40)

Hazards and Hazardous Materials

Threshold HAZ-1 During construction compliance with all applicable regulations for the handling of such waste, including SCAQMD Rule 1403 (asbestos) and the California Code

of Regulations. Additionally, appropriate documentation for hazardous waste that is transported in connection with activities at development sites (such as disposal of asbestos or building materials containing lead-based paint or PCBs) would be required by the City's Public Works Department prior to issuance of any demolition or construction permits (as required by federal, state, and city regulations) to ensure compliance with the existing hazardous materials regulations described above. These requirements were developed to protect human health and the environment and compliance with these existing regulations would reduce impacts related to demolition, transport, and disposal of hazardous materials to a less-than–significant level.

Operation of the industrial uses would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Onsite activity involving hazardous substances (e.g., diesel fuel, oil, lubricants), and the transport, storage, handling, and retail sale of these substances must adhere to applicable local, State, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, sale, storage, or transport of hazardous substances is monitored by various local (i.e., the County of Los Angeles and the Los Angeles County Fire Department) and State (i.e., DTSC) entities. Potentially hazardous waste produced during operation would also be collected, stored, and disposed of in accordance with applicable laws and regulations. Therefore, potential impacts associated with operation would be less than significant. No mitigation is required. (Final EIR 3.6-18 to 3.6-20)

Threshold HAZ-2 Should construction activities be proposed for a site that may be contaminated due to previous uses, a site study and specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations, under the supervision of the DTSC before construction activities could begin. Implementation of construction activities of developments pursuant to the proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. As a result, potential impacts related to the

reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment would be less than significant.

Through future development under the proposed Plan, hazardous materials could be stored within the Plan area; however, the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the proposed Plan would not result in 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, and impacts would be less than significant. No mitigation is required. (Final EIR 3.6-21 to 3.6-22)

Threshold HAZ-3 Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the proposed Plan would result in a less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools. Impacts would be less than significant. (Final EIR3.6-22 to 3.6-23)

Threshold HAZ-4 The project area includes DTSC listed cleanup sites. The listed sites do not include any "active" cases involved in voluntary cleanup, evaluation, or corrective action. Contaminated properties are regulated at the federal, State, and local level, and are subject to compliance with stringent laws and regulations for investigation and remediation. With compliance of all applicable laws and regulation, impacts related to hazardous materials site listings would be less than significant. Compliance with these laws, regulations would be ensured through the City's development review and building plan check process. Impacts would be less than significant. No mitigation is required. (Final EIR 3.6-24 to 3.6-25)

Threshold HAZ-5 The Plan Area is located approximately 0.5-mile northeast of the Compton/Woodley Airport. The Plan Area would not be located within the airports' noise contours.[1] As such, the Plan would not expose people residing or

[1] City of Compton. 2011. General Plan 2030 – Noise Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

working in the Plan area to excessive airport-related noise levels. As such, impacts would be less than significant. No mitigation is required. (Final EIR 3.6-25 to 3.6-26)

Threshold HAZ-6 The Specific Plan would aim to improve the vehicular, pedestrian, and bicycle access and connectivity from the Compton Station throughout the Plan Area. The Specific Plan does not include the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, such as the City's Emergency Operations Plan (EOP).[2] Under the Specific Plan's preferred alternative, Alameda Street East would be closed and converted into a greenway. However, Alameda Street East between Rosecrans Avenue and Compton Boulevard is currently a lightly-traveled street with traffic volumes of less than 30 percent of capacity. The roadway has 16 foot wide travel lanes, with only a few properties drawing access from Alameda Street East. Furthermore, Alameda Street West, currently provides northbound and southbound travel, with multiple lanes in each direction. As such, Alameda Street West would remain as an emergency access route. Impacts would be less than significant. No mitigation is required. (Final EIR3.6-26 to 3.6-27)

Threshold HAZ-7 The Project would not expose people or structures to risk of wildfire. Wildfire hazard areas are commonly identified in regions of the wildland/urban interface. However, the Plan area is an entirely built-out urban community that is characterized (and surrounded) by a mix of residential, commercial, and industrial areas, and does not interface with any wildlands or an area classified as a Fire Hazard zone as identified by the California Department of Forestry and Fire Protection (CAL FIRE).[3] Therefore, impacts related to exposure of people to wildland fires would not occur. No mitigation is required. (Final EIR 3.6-28)

Hydrology

Threshold HYD-1 The Project could degrade surface or groundwater quality. Intensification of land uses that will occur due to implementation of the proposed Plan could introduce new or additional pollutants to an existing area. Implementation of site-specific source control and treatment control BMPs in accordance with the County's

2 City of Compton. 2011. General Plan 2030 – Public Safety Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

3 California Department of Forestry and Fire Prevention (CAL FIRE). Fire Hazard Severity Zone Viewer. Available at: https://egis.fire.ca.gov/FHSZ/, accessed February 4, 2022.

SUSMP standards would remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Applicable BMPs would be implemented on a project by-project basis in accordance with County of Los Angeles NPDES MS4 Permit and associated SUSMP requirements, as required per Order R4-2012-0175. With implementation of these RWQCB, County, and City requirements, the development projects that would be implemented pursuant to the proposed TOD Plan would not result in adverse impacts to water quality through violation of water quality standards or waste discharge requirements, and impacts would be less than significant. No mitigation is required. (Final EIR 3.7-27 to 3.7-29)

Threshold HYD-2 Infill and redevelopment that would occur with implementation of the Specific Plan would result in population growth; thereby increasing demand on water supplies. The Central Basin underlies the project area; however, the majority of the project area is developed and impervious, and thus does not have much groundwater recharge potential. The Specific Plan development would not substantially increase the amount of impervious surfaces in the project area. The Specific Plan includes design guidelines which includes encouraging sustainability features such as green roofs to improve stormwater collection within the Plan Area. The Specific Plan also includes the Alameda East Greenway Corridor, which would replace Alameda Street East with a pedestrian and bicycle greenway, reducing some of the impervious surface and allowing for improved infiltration. The Central Basin is recharged mainly by stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System, which is located several miles away from the Specific Plan area. Impacts to groundwater would be less than significant. No mitigation is required. (Final EIR 3.7-30 to 3.7-31)

Threshold HYD-3 The Project has the potential to affect drainage patterns. Project-specific BMPs would minimize or avoid potential adverse effects associated with drainage pattern alterations, including those associated with infiltration, erosion, and potential for flooding. Project-specific SUSMPs would include conditions that consist of LID structural and non-structural BMP, source control BMP, and structural and non-structural BMP for specific types of uses. LID controls reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Growth and urbanization in the specific plan area would place increased pressure on existing storm drain

capacities. Storm water runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. Under the proposed Specific Plan, the majority of the Plan Area would remain impervious (similar to existing conditions) due to the presence of parking areas, walkways, hardscape, and building roofs and roadways. The proposed development may include landscaped areas, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting the area, and potentially improving conditions associated with current conditions. For these reasons, potential impacts to drainage pattern alterations, including how drainage pattern alterations could affect surface water runoff, erosion/siltation, flooding, and stormwater conveyance facilities, would be less than significant. No mitigation is required. (Final EIR 3.7-31 to 3.7-34)

Threshold HYD-4 The Plan Area is located approximately 12 miles east of the Pacific Ocean. Due to the distance and elevations, the potential for a tsunami affecting the Plan Area is unlikely. Therefore, development that could be facilitated by the proposed Specific Plan would not be located in a flood hazard, tsunami, or seiche zones that could risk release of pollutants due to project inundation. There would be no impact associated with the proposed Specific Plan. (Final EIR 3.7-35)

Land Use and Planning

Threshold LAN-1 Existing established communities in the Plan area include the low-density residential areas in the west, northwest, east, and northeast of the Plan area; the high-density residential in the south of the Plan area; the public institutional areas throughout the Plan area; the general commercial areas to the east of the Metro A Line; and the mixed-use areas along Compton Blvd, Rosecrans Ave, and Willowbrook. The Metro A Line currently divides the Plan Area in half, and the Alameda Corridor creates another dividing boundary to the east of the Metro A Line. The Specific Plan does not propose any new highways, airports, railways, or other physical features that would physically divide an established community in the Plan area. The proposed Specific Plan would provide for additional residential and related commercial and employment development and improved connectivity within the existing community and transit network and would not result in the division of an established community. Conversely, the Plan would

establish a more integrated network of community land uses and mobility. Thus, impacts related to physical division of an established community would not occur. No mitigation is required. (Final EIR 3.8-23 to 3.8-25)

Threshold LAN-2 Table 3.8-1 demonstrates the Specific Plan's consistency with relevant Connect SoCal's goals and policies, whereas Table 3.8-2 discusses the Plan's consistency with relevant policies from the City of Compton's General Plan's Land Use Element, Housing Element, and Conservation/Open Space/Parks and Recreation Element. Development under the Specific Plan and its elements would be consistent with the City of Compton General Plan and Connect SoCal's goals and policies. Impacts would be less than significant. No mitigation is required. (Final EIR 3.8-25 to 3.8-31)

Noise

Threshold NOI-1 Operational Noise. The Project could generate noise in excess of established standards. Operation of the Specific Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with mixed-use urban environments. Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dB(A) Leq at a reference distance of 15 feet from the source.4 As shown in Table 3.9-2, ambient noise levels in the Plan Area were measured between 56.1 and 74.9 dB(A) Leq. Based on estimated noise levels between 50 to 60 dB(A) Leq at 50 feet for HVAC equipment, noise levels from such equipment in the Plan Area would not exceed ambient noise levels by more than 5 dBA, as regulated per Section 7-12.11 of the CMC. Other operational noise sources associated with on-site vehicle circulation, including delivery trucks and trash-hauling trucks. The average noise level for a single idling truck is generally 70 dB(A) at a distance of 25 feet.[5] Noise associated with future residential and open space development under the Specific Plan would generally consist of conversations, music, and light recreation Operational noise impacts associated

4 Illingworth & Rodkin. Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California. Available at: https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf

5 City of San Jose. 2014. Loading Dock Noise Study, prepared by Charles M. Salter Associates, Inc. Available at: https://www.sanjoseca.gov/home/showdocument?id=20339

with residential, open space, and cultural uses in the Plan Area would be less than significant. No mitigation is required. (Final EIR 3.9-25 to 3.9-26)

Threshold NOI-3 The Project could expose people residing near an airstrip to excess noise levels. The Plan Area is not in the vicinity of a private airstrip or airport land use plan. The nearest boundary of the Plan Area is approximately 0.5 mile northeast of the Compton/Woodley Airport. Compton/Woodley Airport does not include facilities for commercial aviation, rather this airport is used for general aviation (i.e., private transport and recreational flying). The Compton/Woodley Airport does not have an adopted airport land use plan; however, the airport is part of the Los Angeles County ALUP. The Plan Area would not be located within the airports' noise contours.[6] As such, the Specific Plan would not expose people residing or working in the Plan Area to excessive airport-related noise levels and this impact would be less than significant. No mitigation is required. (Final EIR 3.9-29)

Population and Housing

Threshold POP-1 The Project could induce unplanned population growth. Implementation of the Plan would result in a pattern of land use that directs future growth in an already urbanized area where growth can be supported by existing transportation infrastructure and where different types of land uses can be intermingled to reduce the length and incidence of vehicle trips, in line with state mandates to achieve sustainability targets. While the Specific Plan would create a substantial amount of population growth, the Plan would be consistent with the applicable goals and polices of the Housing Element, which aim to provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents. In addition, the Specific Plan would accommodate the RHNA by permitting multi-family projects in mixed-use commercial- and residential-buildings. Implementation of the Specific Plan would help the SCAG region and City achieve its goals relating to growth, housing, and employment as the project would encourage sustainable development and transit-oriented design. The Plan is also in line with State policies for housing, economic development, air quality, and sustainability, as well as other adopted housing growth policies. Lastly, the population, housing and employment growth under the Specific Plan would be in line with the goals and policies of the City's Housing Element, as described above.

6 City of Compton. 2011. General Plan 2030 – Noise Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

For these reasons impacts to population, housing and employment growth would be less than significant. No mitigation is required. (Final EIR 3.10-16 to 3.10-20)

Threshold POP-2 The Project could displace people or housing necessitating the construction of replacement housing. A primary objective of the Specific Plan is to facilitate the addition of a variety of housing types that would be compatible with existing residential conditions in the City. the adoption of the Plan would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of replacement housing elsewhere. No specific residential units, affordable or market rate, are proposed to be demolished or removed through other means as part of the Plan. The Plan may cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated. Indirect displacement is occurring in the City due to market forces and indirect displacement would not be solely caused by implementation of the Proposed Plan. Therefore, it is not expected that the Plan would displace substantial number of people necessitating the construction of replacement housing elsewhere. Additionally, any impact resulting from displacement if it occurs would be speculative. This impact is less than significant. No mitigation is required. (Final EIR 3.10-20 to 3.10-22)

Public Services and Recreation

Threshold PS-1 The Project could result in the need for construction of new fire facilities. Development accommodated by the proposed Specific Plan would increase the City's population and, therefore, increase demand for fire protection services. The ability of emergency medical service (EMS) and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able navigate intervening roadways. While growth anticipated under the Specific Plan would result in higher overall traffic volumes in the Plan area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed.

For CEQA purposes, the determination of impacts is not based on response times themselves, but response times can be one indication of a need for new facilities

that should be considered by the City. If new facilities are needed, the primary concern is if the construction of those facilities would have a significant effect on the environment. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard compliance measures and design features. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, impacts related to the need for new or expanded fire facilities would be less than significant. No mitigation is required. (Final EIR 3.11-9 to 3.11-13)

Threshold PS-2 The Project could result in the need for construction of new police facilities. There are no planned police facilities to be constructed in the Plan area at this time. However, the potential for construction or expansion of police facilities over the plan horizon may be possible. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. New facilities would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. To the extent construction would result in any impacts those would not be different from other infill development analyzed throughout the EIR. Therefore, impacts related to the need for new or expanded police protection facilities would be less than significant. No mitigation is required. (Final EIR 3.11-19 to 3.11-22)

Threshold PS-3 The Project could increase the need for new or expanded school facilities. The Plan would result in a net increase of 2,178 residential units, or approximately 9,236 persons, by 2040 which has the potential to increase enrollment at schools that serve the area. It is reasonable to assume that a portion of the 9,236 residents would include school aged children. All schools within CUSD are operating well below design capacity. Additionally, buildout of the Specific Plan would occur over a 20-year period, thus the projected student growth would be gradual. Further, development of individual projects under the Specific Plan 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 Plan would result in a less than significant impact to public schools. No mitigation is required. (Final EIR 3.11-31 to 3.11-32)

Threshold PS-4 The Project could result in the need for new or expanded library facilities. The need for public library services is generally calculated based on permanent population in a given area. The City of Compton has one library to serve its current population of 95,740 people, and the proposed Specific Plan would result in an increase of approximately 9,236 people over its lifetime to 2040. The Specific Plan does contain a vision for a new library/cultural center/museum with a hotel serving as an attraction for local, regional, national, and/or international tourism and a marked gateway to the Compton Walk. Due to the proposed uses available to the public, the Specific Plan 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 Specific Plan would result in a less than significant impact on other public facilities. No mitigation is required. (Final EIR 3.11-37 to 3.11-38)

Threshold REC-1 The Project could increase the need for recreational facilities. project applicants/developers would be required to dedicate three acres per 1,000 residents. Moreover, while no specific projects are being proposed at this time, the Specific Plan has identified a future possibility of turning open space into parkland. Chapter 7.7 of the Specific Plan identifies capital projects, funding sources, and jurisdictional levels of responsibility. Project number 7 calls for the conversion of open space to neighborhood park through park fees and financing districts with jurisdictional responsibility through the City, County and State. This provision allows the possibility of such conversion to assist the City in its park deficiency through implementation of the Specific Plan. Although the City has identified there is a deficit of parkland within the City, the project includes provisions for public open space that would help to relieve the burden on existing parks. Further, as new development is proposed, project applicants/developers would be required to pay fees or dedicate parkland to satisfy their obligation to the City. Therefore, the future development projects 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. No mitigation is required. (Final EIR 3.11-48 to 3.11-50)

Threshold REC-2 Construction and operation of additional park and recreation facilities could impact aesthetics (including night lighting), air quality, cultural resources, geology, land use, noise, transportation, utilities, and other environmental issues. The environmental effects that could result from the construction of the proposed recreational facilities (including impacts to adjacent properties and exposure of sensitive receptors to pollutant concentrations) would be reduced to less than significant levels through construction-related mitigation measures identified throughout this EIR in Section 3.2 Air Quality and Section 3.9 Noise, and measures identified in the Specific Plan. Therefore, the project would not result in adverse physical effects on the environment from construction or expansion of additional recreational facilities. No mitigation is required. (Final EIR 3.11-50 to 3.11-51)

Transportation

Threshold TRA-1 The Project could conflict with a program, plan, ordinance or policy addressing the circulation system. As described in Section 2.0 Project Description, the goals of the Specific Plan are to facilitate transit-oriented development in the Plan area and improve accessibility and safety. These goals align with the goals of Connect SoCal, RHNA, OurCounty 2020 Climate Action Plan, the Compton General Plan, and the City's Bicycle Plan. Impacts would be less than significant. No mitigation is required. (Final EIR 3.12-15)

Threshold TRA-2 The Project could be inconsistent with *CEQA Guidelines* 15064.3(b). The Specific Plan includes the Metro A Line Compton Station and the surrounding area within one half mile. Much of the Plan's anticipated development is within approximately 3,000 feet from the station, within the Downtown Core, Civic Center and Historic Districts, and improved street connections would increase pedestrian access to the station. The anticipated development has a Floor Area Ratio (FAR) of greater than 0.75 and the provided parking will be below what is required by the County and City code. The Specific Plan is consistent with the SCAG RTP/SCS by providing infill development in a HQTA, and it increases the number of housing units in the Plan area and does not replace any lower income households. As a result, the Specific Plan is presumed to have a less than significant impact. Further, the Plan's VMT per service population would also be more than 16.8 % below the County's

31.1 VMT per service population for the South County Area. No mitigation is required. (Final EIR 3.12-16 to 3.12-19)

Threshold TRA-3 The Project could increase hazards due to design. These proposed improvements included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses. No mitigation is required. (Final EIR 3.12-19 to 3.12-20)

Threshold TRA-4 The Project could result in inadequate emergency access. The City of Compton adopted the California Fire Code which requires standards for access by fire apparatus. A fire apparatus access road is a road that provides fire apparatus access from a fire station to a facility, building or portion thereof. These standards will be applied to the Plan's development and the Plan would not result in inadequate emergency access, resulting in a less than significant impact. No mitigation is required. (Final EIR 3.1-20 to 3.12-21)

Utilities and Service Systems

Threshold USS-1 The Project could result in the need for new or expanded water, wastewater or stormwater facilities. According to the City's 2015 UWMP, the City concludes that there would be sufficient water supplies during the "worst-case" effects of a multiple dry year drought. 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 implementation of the Specific Plan. As such, the Specific Plan would not require or result in the construction of new water treatment facilities or expansion of existing facilities. Impacts would be less than significant.

Regarding wastewater, development under the Specific Plan is expected to generate approximately 1,028,208 gallons per day (or 1.03 MGD). However, existing development in the Plan Area currently generates an estimated 0.77 MGD of wastewater; therefore, development under the Specific Plan would generate a net total of 0.26 MGD. This amount accounts for approximately of 0.18 percent of JWPCP's remaining treatment capacity of 143 million gallons per day. Flow projections of the Joint Outfall System through the year 2050 determined that the

capacity of the JWPCP would remain at 400 MGD average flow in the year 2050 with upstream Water Reclamation Plant expansions. The existing wastewater treatment capacity are therefore anticipated to be sufficient to accommodate projected development. Impacts would be less than significant. No mitigation measures are required.

The Plan area is well served by electric, natural gas and telecommunications facilities. All of which have sufficient capacity to serve the Plan area. Impacts would be less than significant. No mitigation is required. (Final EIR 3.13-15 to 3.13-19)

Threshold USS-2 The Project would have sufficient water supplies available. As shown under Table 3.13-1, Compton Water Utility Division Water Demand and Supply, during a single dry year under the worst-case scenario, the City would need to utilize water supplies from the Central Basin Municipal Water District and MWD, which can provide additional surplus supplies to meet demands. Furthermore, the 2015 UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. Similar measures would also be taken during the event of a worst-case multiple dry year scenario. As such, the City's 2015 UWMP concludes that there would be sufficient water supplies during the "worst-case" effects of a single and multiple dry year drought. 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 implementation of the Specific Plan and impacts would be less than significant. No mitigation is required. (Final EIR 3.13-19)

Threshold USS-3 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. The existing wastewater treatment capacity are therefore anticipated to be sufficient to accommodate projected development. With adherence to applicable regulations and General Plan policies, implementation of the Specific Plan would have adequate wastewater conveyance systems and impacts would be less than significant. No mitigation is required. (Final EIR3.13-20)

Threshold USS-4 The Project could generate solid waste in excess of standards. the Specific Plan would generate a net increase of 19.43 cubic yards per day, or about 7,092 cubic

yards per year upon buildout of the Specific Plan. This would account for less than 0.01 percent of the remaining capacity at the Sunshine Canyon Landfill. Assuming full buildout under the Specific Plan, after 5, 10, and 20 years, the Specific Plan would have a solid waste generation of 35,460 cubic yards, 70,920 cubic yards, and 141,840 cubic yards, respectively. This would account for approximately 0.05 percent, 0.09 percent, and 0.18 percent of the Sunshine Canyon Landfill's remaining capacity of 77,900,000 cubic yards. Therefore, solid waste generated under the proposed Specific Plan would not exceed available capacity. Impacts would be less than significant. No mitigation is required. (Final EIR 3.13-20 to 3.13-21)

Threshold USS-5 The Project could conflict with waste management goals. The City is required by AB 939 to divert 75 percent of solid waste from landfills projects developed under the Specific Plan would be required to demonstrate compliance with all applicable regulations including AB 939. The Specific Plan would not interfere with any federal, state, or local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant. No mitigation is required. (Final EIR 3.13-22)

E.3 Findings Regarding Impacts Analyzed in the EIR and Determined to be Significant but Mitigated to Less than Significant

This section includes findings for project impacts which are potentially significant, but which are mitigated to a less than significant level with the imposition of mitigation measures. The City Council finds that all potentially significant impacts of this project listed below can and will be substantially lessened or avoided by imposition of mitigation measures. Specific findings of the City Council for each impact are set forth below in this section.

The City hereby finds that the following potential environmental impacts can and will be mitigated to below a level of significance, with implementation of the mitigation measures recommended in the EIR.

Cultural, Tribal Cultural and Paleontological Resources

Threshold CUL-1 **Cause a substantial adverse change in the significance of historical resource pursuant to Section 15064.5**

Significance Before Mitigation: Potentially significant

Mitigation Measure

MM CUL-1 **Historical Built Environment Studies.** Prior to the issuance of any demolition or development permits submitted by project applicants, the applicant shall prepare an inventory of the buildings located onsite within the identified project site. The inventory shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are submitted. The City Planning Department will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits.

Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

Finding

The City Council find that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Supporting Explanation: Development under the proposed Specific Plan would likely involve demolition and construction activities associated with buildout. Thus, significant historical resources could be adversely impacted by future development plans that could require demolition or significant alteration of historic-age buildings and structures, especially in the TOD Core Area where the most extensive changes to land use would occur; impacts to historical resources under the Specific Plan therefore have the potential to be significant.

To ensure that development within the Specific Plan area does not have a detrimental effect on historical resources, each project would be assessed as it is proposed, to determine the age of the properties proposed to be impacted by project implementation. **Mitigation Measure CUL-1** would reduce impacts on historical resources to the extent feasible, because historical resources would be evaluated under each project application. (Final EIR 3.3-17 to 3.3-19)

Threshold CUL-2 **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Significance Before Mitigation: Potentially significant

Mitigation Measure

MM CUL-2 **Archaeological Resource Studies.** Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.

Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

Finding

The City Council find that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Supporting Explanation: Effects to archaeological resources are only known once a specific project has been proposed because they are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities in those portions of the Specific Plan Area that have not been subject to an archaeological

investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development under the proposed Specific Plan.

The Specific Plan does not include any implementation programs or policies designed to reduce impacts to archaeological resources. In order to ensure that development in the Specific Plan Area does not have a detrimental effect on archaeological resources, each individual development project would need to be assessed as it is proposed. Without mitigation, impacts would be potentially significant. **Mitigation Measure CUL-2** requires an archaeological resources study and the identification of project-specific mitigation for future projects facilitated by the Specific Plan and would reduce impacts to archaeological resources on a on a project-by-project basis by requiring identification and treatment of archaeological resources. (Final EIR 3.3-19 to 3.3-20)

Threshold CUL-3 **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 the 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.

Significance Before Mitigation: Potentially significant

Mitigation Measure

MM CUL-3 **Unanticipated Discovery of Tribal Cultural Resources.** In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of MM CUL-2 or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under Assembly Bill 52 (AB 52). If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared

and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

Finding

The City Council find that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Supporting Explanation: The City sent SB 18 and AB 52 notice letters on September 27, 2021, to the following Native American groups: the Gabrieleño Band of Mission Indians –Kizh Nation, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, the Gabrielino-Tongva Tribe, the Santa Rosa Band of Cahuilla Indians, and the Soboba Band of Lusseno Indians, (Refer to Appendix 3.3). Under AB 52, tribes have 30 days to respond, and under SB 18 tribes have 90 days. As of the date of the publication of this Draft EIR, no responses have been received.

Development accommodated under the Specific Plan may involve ground disturbance which has the potential to impact previously unidentified tribal cultural resources (TCRs).

As of the date of this draft, AB 52 consultation has not identified any specific TCRs in the Specific Plan Area. However, new TCRs may be identified or established over the course of the phased implementation of the Specific Plan, which is expected to occur over the course of several years.

If unknown TCRs are encountered during construction activities, there is a potential to result the destruction, damage, or loss of the TCRs. The ground-disturbing construction activities that could result in such adverse impacts include demolition, grading, excavation, drilling, or any other activity that disturbs surface or subsurface deposits associated with TCRs. Given the potential to damage these unknown tribal cultural resources, impacts are considered significant without mitigation. (Final EIR, pp. 3.3-22 to 3.3-23)

Threshold CUL-4 **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature**

Significance Before Mitigation: Potentially significant

Mitigation Measure

MM CUL-4 **Unanticipated Discovery of Paleontological Resources.** In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist

shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.

Finding

The City Council find that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Supporting Explanation: The Specific Plan area is located in a highly urbanized area, which been previously disturbed by past development activities and contains an existing buildings, roadways, associated parking and other infrastructure. Further, the soil type underlying the Specific Plan area is deemed to have a low potential for yielding significant fossils. However, build out of the Specific Plan could involve grading and excavation to greater depths than previously undertaken. These 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. In the event of an unexpected discovery, significant impacts to paleontological resources could occur. Implementation of **MM-CUL-4** would mitigate any potential significant impacts. (Final EIR, pp. 3.3-23 to 3.3-24)

E.4 Findings Regarding Impacts Analyzed in the EIR and Determined to be Significant and Unavoidable

This section includes findings for project impacts which are determined to be significant even with the imposition of mitigation measures. These impacts cannot be mitigated to a less than significant level and therefore remain unavoidable. Although the City Council finds that all significant impacts of this project listed below cannot be substantially lessened or avoided by the imposition of mitigation measures or alternatives, the mitigation measures found in the EIR and listed below will be implemented to lessen the Project's impact. Specific findings of this City Council for each impact are set forth below in this section.

Air Quality

Threshold AQ-2 **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

Significance Before Mitigation: Potentially Significant

Mitigation Measure

AQ-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus services for hotel uses
- Provide bicycle storage/parking facilities and shower/locker facilities.
- Provide onsite child-care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator at commercial uses.
- Implement a rideshare program.
- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.
- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Provide electric vehicle charging
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

Findings

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or Project alternatives identified in the Final EIR.

Supporting Explanation: Regional Emissions associated would be comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. The operational emissions associated with buildout of the Specific Plan by 2040 are shown in Table 3.2-9, Estimated Operational Emissions. As shown, Specific Plan operations would exceed SCAQMD regional thresholds of significance for ROG, NOx, and CO. These emissions are primarily associated with mobile sources from motor vehicle trips and area sources from residential consumer products. As this programmatic analysis projects future emissions under the 2040 horizon year buildout for the Specific Plan Area as whole, exceedance of these SCAQMD project-level thresholds is anticipated. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated emissions may be lower

than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan buildout, and individual projects would likely not exceed regional operational project-level thresholds. For example, many of the potential future development projects described in the Project Description would be small residential or mixed-use projects with less than 80 units, and these projects would not have the potential to exceed regional operational thresholds of significance. Nevertheless, as Specific Plan operational emissions would exceed SCAQMD regional operational thresholds, this is impact is considered significant and unavoidable.

Noise

Threshold NOI-1 **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**

Significance Before Mitigation: Potentially Significant

Mitigation Measure

NOI-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.

- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.

- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

- **Disturbance Coordinator.** Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

NOI-2: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

- **Temporary Sound Barriers.** For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.

Findings

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or Project alternatives identified in the Final EIR.

Supporting Explanation: As shown in Table 3.9-7, construction activity would generate noise levels up to an estimated 85.7 dB(A) Leq at 50 feet from a noise-sensitive receptor. As such, temporary construction noise would exceed existing ambient noise levels measured throughout the Plan Area, which were measured between 56.1 and 74.9 dB(A) Leq (see Table 3.9-2). These estimates are conservative because they assume no attenuation of noise by intervening structures and assume construction activity adjacent to sensitive receptors. Compliance with Section 7.12-22 of the CMC would restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction noise levels to the maximum extent feasible (see Mitigation Measure NOI-1). Nevertheless, as temporary construction noise would exceed existing ambient noise levels measured throughout the Plan Area, this is impact is considered significant and unavoidable.

As shown in Table 3.9-8, the Specific Plan would increase local traffic noise levels by a maximum of 5.3 dBA CNEL along Willowbrook Avenue (east), south of Rosecrans Avenue (i.e., Plan-level increase; see 'Cumulative Impacts' for a discussion on cumulative noise level increases). As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in Table 3.9-5, or any 5 dBA CNEL or more increase. Thus, the 5.3 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, would exceed the 5 dBA CNEL threshold and this impact is considered potentially significant. All other Plan-level noise increases along the studied roadway segments would not exceed 2.9 dBA CNEL, and these impacts would be less than significant.

With respect to the 5.3 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, it should be noted this programmatic analysis estimates future potential traffic noise under the 2040 horizon year buildout for the Specific Plan Area as whole, and noise level increases along certain roadway segments is anticipated. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated roadway noise levels may be lower than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan buildout, and individual projects would likely not exceed roadway noise thresholds. For example, many of the potential future development projects described in the Project Description would be small residential or mixed-use projects with less than 80 units, and these projects would not have the potential to exceed roadway noise thresholds. Nevertheless, as there are no feasible mitigation measures (see below) to reduce future traffic noise level increases along Willowbrook Avenue (east), this impact would be considered significant and unavoidable.

There are no feasible mitigation measures to directly reduce future traffic noise levels along Willowbrook Avenue (east), south of Rosecrans Avenue. As these noise levels would occur along a public right-of-way, mitigation such as sound barriers or other attenuation techniques are not feasible given the physical setting constraints. It should be noted that because these noise level increases are due to the maximum traffic increases associated with full programmatic buildout of the Specific Plan, forecasted traffic noise levels may be conservatively overstated herein. Additionally, the Specific Plan's Transportation Demand Management (TDM) program includes several motor vehicle trip reduction strategies that would serve to reduce traffic noise level increases to the maximum extent feasible. (Final EIR 3.9-27 to 3.9-28)

Threshold NOI-2 Generation of excessive groundborne vibration or groundborne noise levels

Significance Before Mitigation: Potentially Significant

Mitigation Measure

NOI-2 Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
- Use of rubber-tired equipment rather than metal-tracked equipment
- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

Findings

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or Project alternatives identified in the Final EIR.

Supporting Explanation: Based on **Table 3.9-9**, construction equipment could reach levels of 87 VdB at 25 feet away. As such, the 80 VdB residential annoyance threshold and 83 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity. However, it should be noted that vibration levels experienced would be temporary and intermittent. Furthermore, Section 7.12-22 of the CMC would restrict construction activities to the hours

between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. While vibration from construction vibration could be perceptible at sensitive receivers near construction sites during daytime hours, vibration would not disturb residences during sensitive nighttime hours of sleep. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction vibration levels to the maximum extent feasible (see **Mitigation Measure NOI-1)**. Nevertheless, as temporary construction vibration would exceed human annoyance thresholds, this is impact is considered significant and unavoidable.

E.5 Other CEQA Required Analysis in the EIR

Cumulative Impact Analysis

Cumulative impacts are defined in *State CEQA Guidelines* §15355(b) as:

> *"The change in the environment which results from the incremental impact of the project when added to other closely related past, present, and probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."*

Air Quality

Threshold AQ-2 **Criteria Pollutant Emissions for which the Region is Non-Attainment (Ozone, PM10 and PM2.5).**

Significance Before Mitigation: Potentially Significant

Mitigation Measure

AQ-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus services for hotel uses
- Provide bicycle storage/parking facilities and shower/locker facilities.
- Provide onsite child-care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator at commercial uses.
- Implement a rideshare program.

- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.
- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Provide electric vehicle charging
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

Findings

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or Project alternatives identified in the Final EIR.

Supporting Explanation: In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Specific Plan, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. As discussed under Impact AQ-2, operational activities could result in significant impacts related to regional emissions (ROG, NOx, and CO). The nature of a Specific Plan analysis is cumulative in itself since it evaluates the potential for numerous individual projects to occur over the horizon year. SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level. ROG and NOx emissions would exceed SCAQMD thresholds and therefore substantially contribute to cumulative long-term air quality impacts related to emission of O3 precursors and attainment of the O3 ambient air quality standards. Thus, the incremental effect of the Specific Plan related to nonattainment pollutants would be significant and unavoidable and would be cumulatively considerable. (Final EIR 3.2-32)

Noise

Threshold NOI-1 and **Threshold NOI-2**

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

Generation of excessive groundborne vibration or groundborne noise levels

Significance Before Mitigation: Potentially Significant

Mitigation Measures

NOI-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.

- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.

- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human

spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

- **Disturbance Coordinator.** Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

NOI-2: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

- **Temporary Sound Barriers.** For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.

NOI-2 Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving

- Use of rubber-tired equipment rather than metal-tracked equipment
- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

Findings

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or Project alternatives identified in the Final EIR.

Supporting Explanation: The Final EIR identified cumulative noise impacts. (The Specific Plan, as well as other planned and pending projects, would be required to comply with the daytime construction hours permitted by Section 7.12-22 of the CMC. Therefore, construction noise and vibration would not disturb receptors during sensitive nighttime hours of sleep. However, larger, or more unusual projects could result in significant short-term increases in noise levels. These projects could combine together, or combine with smaller projects, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts identified for the Specific Plan could add to construction noise impacts associated with cumulative development, especially on the periphery of the Plan Area where receptors could be exposed to noise sources from within and outside the Plan Area. The impact of the Specific Plan is considered significant and unavoidable and therefore the incremental effect of the Specific Plan related to construction noise would be cumulatively considerable.

For a combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Specific Plan construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the City. However, individual development projects near the periphery of the Plan Area could potentially be constructed concurrently with other development adjacent to, but outside the Plan Area, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. Therefore, the significant and unavoidable construction vibration

impacts from the Specific Plan could add to vibration impacts associated with cumulative development on the periphery of the Plan Area. The impact of the Specific Plan is considered significant and unavoidable and therefore the incremental effect of the Specific Plan on temporary vibration levels would be cumulatively considerable.

As shown in Table 3.9-8, cumulative traffic noise levels would increase by a maximum of 5.6 dBA CNEL along Willowbrook Avenue (east), south of Rosecrans Avenue and 3.2 dBA CNEL along Willowbrook Avenue (east), between Compton Boulevard and Myrrh Street. As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in **Table 3.9-5**, or any 5 dBA CNEL or more increase. Thus, the 5.6 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, would exceed the 5 dBA CNEL threshold and this impact is considered potentially significant. While there would be a 3.2 dBA CNEL increase along Willowbrook Avenue (east), between Compton Boulevard and Myrrh Street, the total noise level along this segment would be 60.5 dBA CNEL which is not considered "normally incompatible" or "clearly incompatible" for any sensitive land use. Thus, this cumulative noise level increase would be considered less than significant. All other cumulative noise increases along the studied roadway segments would not exceed 2.5 dBA CNEL, and these impacts would be less than significant. Nevertheless, as there are no feasible mitigation measures to reduce future traffic noise level increases along Willowbrook Avenue (east), the cumulative impact is significant and the incremental effect of the Specific Plan on exterior noise levels would be cumulatively considerable. Final EIR pp. 3.9-30 to 3.9-31)

F. ALTERNATIVES TO THE PROJECT

State CEQA Guidelines §15126.6(a) requires an evaluation of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The objectives of the Project are identified in **Section 2.0, Project Description**, of the Draft EIR, and in Section B of these Findings. Alternatives are used to determine whether or not a variation of the Project would reduce or eliminate significant project impacts within the basic framework of the objectives.

State CEQA Guidelines §15126.6(e) requires that, among other alternatives, a "no project" alternative be evaluated in comparison to the Project. *State CEQA Guidelines* §15126.6(e)(2) requires that the "no project" analysis "discuss the existing conditions … as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

The project alternatives evaluated in detail in the EIR were the following:

- No Project Alternative/ General Plan
- Reduced Residential Growth
- Ideal Urban Form

F.1 Project Objectives and Legal Requirements

At the time of project approval, the lead agency's decision-making body must determine whether the alternatives are feasible or not. The lead agency must consider whether specific "economic, legal, social, technological, and other considerations ...make infeasible mitigation measures or alternatives identified in the environmental impact report." (Pub. Res. Code, § 21081(a)(3); *State CEQA Guidelines* § 15091(a)(3)).

Importantly, CEQA gives lead agencies the authority to approve a project notwithstanding its significant environmental impacts, if the agency determines it is not "feasible" to lessen or avoid the significant effects. (Pub. Res. Code, § 21002). If specifically identified benefits of the project outweigh the significant unavoidable environmental impacts, the adverse impacts may be considered "acceptable," thereby allowing for lead agency approval of the project, notwithstanding such adverse impacts, provided the agency adopts a statement of overriding considerations. (Pub. Res. Code, § 21081.1(b); *State CEQA Guidelines* § 15093).

As called for by the *State CEQA Guidelines*, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The objectives of the Compton Station TOD Specific Plan are as follows:

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community.
- A safe and well-maintained Downtown where people enjoy public space.
- A built environment and programming which reflect the history, creativity and excellence of Compton.
- A station area which promotes public health and sustainability and provides calm and attractive networks for circulating without cars.
- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.
- Increased opportunities for Compton residents to create and grow local businesses.

CEQA does not require adoption of an alternative that does not adequately meet most of the basic project objectives as determined by the lead agency decision makers.

F.2 Findings Regarding Alternatives Considered in the EIR

Alternative 1 - No Project/ General Plan Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the *State CEQA Guidelines* and assumes that the Project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. However, "no project" does not necessarily mean that development will be prohibited. The No Project Alternative includes "what would be reasonably expected to occur in the

foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[7] For purposes of this Program EIR, the No Project/General Plan Alternative assumes buildout within the specific plan area would occur in accordance with the land uses included in the City's 1990 General Plan (General Plan) and implemented by the City's Zoning Code. The Zoning Code carries out the General Plan policies by regulating development and land uses within the City, consistent with the General Plan.

Consideration of No Project Alternative

Under The No Project Alternative the increased housing density opportunities and expanded mix of commercial, office, and hotel related land uses proposed in the Specific Plan would not be achieved. Thus, the No Project/General Plan Alternative assumes that without the Specific Plan in place to change the underlying land uses, the land uses reflected in the General Plan would be developed, resulting in less development. As demonstrated in **Table 4.0-1, Alternative 1 Relationship to the Specific Plan Goals**, Alternative 1 would not achieve a majority of the project objectives. In addition, while a limited number of project objectives would be realized under Alternative 1, it would be to a lesser extent than the project as future development would coincide with the General Plan land uses and zoning.

Findings

The City Council finds that while the No Project Alternative results in less significant impacts to aesthetics, air quality, greenhouse gases, noise, fire and police services, water supply, wastewater, solid waste, electricity, and natural gas impacts compared to the Project, the alternative would not meet many of the key project objectives, and is environmentally and socially undesirable, and is therefore rejected.

Alternative 2 – Reduced Residential Growth

The Reduced Residential Growth Alternative (Alternative 2) assumes that the Specific Plan would be adopted, with 978 multi-family units as opposed to 2,178 multi-family units in the proposed project. This reduction in the number of multi-family units assumes the two shopping center sites Renaissance Center and Town Center are not redeveloped with residential uses. Additional non-residential growth, as well as landscaping and transportation improvements associated with the Specific Plan would be implemented as proposed.

Consideration of Reduced Residential Growth

Impacts to air quality, noise and cultural resources would be reduced under Alternative 2 as the total number of units developed would decrease. While many of the impacts associated population growth such as utilities and public services would also be incrementally reduced compared to the project, these population related impacts would still be expected to occur elsewhere in the City and could result in growth that is not near transit which would generate greater VMT impacts. Alternative 2 would also result in greater GHG impacts and VMT impacts as necessary the reduced residential housing would not maximize transit use.

---

7 CEQA § 15126.6[e][2]

Development and streetscape improvements implemented under Alternative 2 would be centered around the Metro A Line Compton Station. However, it would not promote the same amount of density and investment, nor would it revitalize the two opportunity sites – the Renaissance and Towne Center. Further, Alternative 2 would result in the reduction of the number of multi-family units (2,178 to 978). As fewer units would be developed, affordability will likely decrease. While Alternative 2 would incrementally reduce the air quality and noise impacts associated with the Project, this alternative would not achieve the following project objectives:

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community.

- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.

Findings

The City Council finds that while the Reduced Residential Growth Alternative results in incrementally less significant impacts to air quality and noise, impacts to GHGs and VMT would be greater. In addition, Alternative 2 would not achieve the City's desire an economically active and vibrant station as the investment in the community would be reduced under this alternative. Thus, the alternative would not meet several key project objectives, and is environmentally and socially undesirable, and is therefore rejected.

Alternative 3 – Ideal Urban Form Alternative

The Ideal Urban Form Alternative (Alternative 3) assumes that the Specific Plan would be adopted, with 2,970 multi-family units as opposed to 2,178 multi-family units in the proposed project. This increase in the number of units assumes additional density to be developed on the opportunity sites, such as the Renaissance Center, the Civic Center, the Town Center, 409 N Alameda St, 398 N Willowbrook Avenue, 117-215 N Willowbrook Avenue, 458 S. Alameda Street, and 600 N. Alameda Street. No changes would be made to the Specific Plan's proposed land uses, design guidelines, development standards, policies, or goals.

Consideration of Ideal Urban Form Alternative

Because development under Alternative 3 would be increased by 792 multi-family units. Impacts to air quality, noise and cultural resources would be increased with Alternative 3 as the total number of units developed would increase. Therefore, Alternative 3 would result in greater construction emissions. Similar to the project, construction of emissions under Alternative 3 would not exceed the SCAQMD thresholds. However, it is expected that operational emissions associated with buildout of Alternative 3 would exceed the SCAQMD thresholds for PM10 and PM2.5. Similar to the Specific Plan, the Ideal Urban Form Alternative land uses would be consistent with the TOD Program and AB 32. Further, Alternative 3 would add more housing near transit. The increased density under this alternative has the potential to further reduce GHG and VMT by adding additional population to the specific plan area. The Ideal Urban Form would be required to comply with existing ordinances regarding noise, and identified mitigation measures would be

applied, however, construction and operational noise impacts would remain significant and unavoidable and would be incrementally greater than the Specific Plan.

This alternative would also meet all of the project objectives.

Findings

The City Council finds that while the Ideal Urban Form Alternative results in incrementally less impacts to VMT and GHG, impacts to air quality and noise would be greater. This alternative would not reduce any of the significant impacts of the project. Due to the increase in residential units, the alternative is environmentally and socially undesirable, and is therefore rejected.

G STATEMENT OF OVERRIDING CONSIDERATIONS

The Compton City Council hereby adopts this Statement of Overriding Considerations concerning the unavoidable significant impacts of the Compton Station TOD Specific Plan to explain why the benefits of the Project outweigh and override its unavoidable impacts.

The Final Environmental Impact Report (Final EIR) for the Compton Station TOD Specific Plan Project identifies and discusses significant environmental impacts that could occur as a result of implementation of the Project. The City Council made specific Findings pursuant to CEQA, on each of the significant environmental impacts of the Project and on mitigation measures and alternatives. Nevertheless, even with implementation of feasible mitigation measures, certain significant and unavoidable impacts related to cultural resources and traffic still remain.

In accordance with Section 15093 of the *State CEQA Guidelines*, the City Council hereby finds that following economic, legal, social, environmental, and other benefits of the Compton Station TOD Specific Plan Project outweigh its unavoidable, adverse environmental impacts discussed in the Findings, based on the considerations set forth herein:

G.1 Benefits of the Compton Station TOD Specific Plan

1. The Project will provide affordable housing opportunities, which will assist the City in meeting its share of the Regional Housing Needs Allocation for new and affordable residential units.

2. The Project will improve the aesthetic and visual character of the area in furtherance of the objectives articulated in the General Plan by creating cohesive and compatible uses.

3. The Specific Plan includes mobility improvements, including changes to Willowbrook Avenue that will improve safety and circulation.

4. The Specific Plan leverages its proximity to transit by co-locating jobs and housing near transit reducing VMT and GHG, resulting in improved air quality in the City and the region.

5. The Specific Plan's 1,444 market rate and 754 affordable units will help address the statewide housing crises.

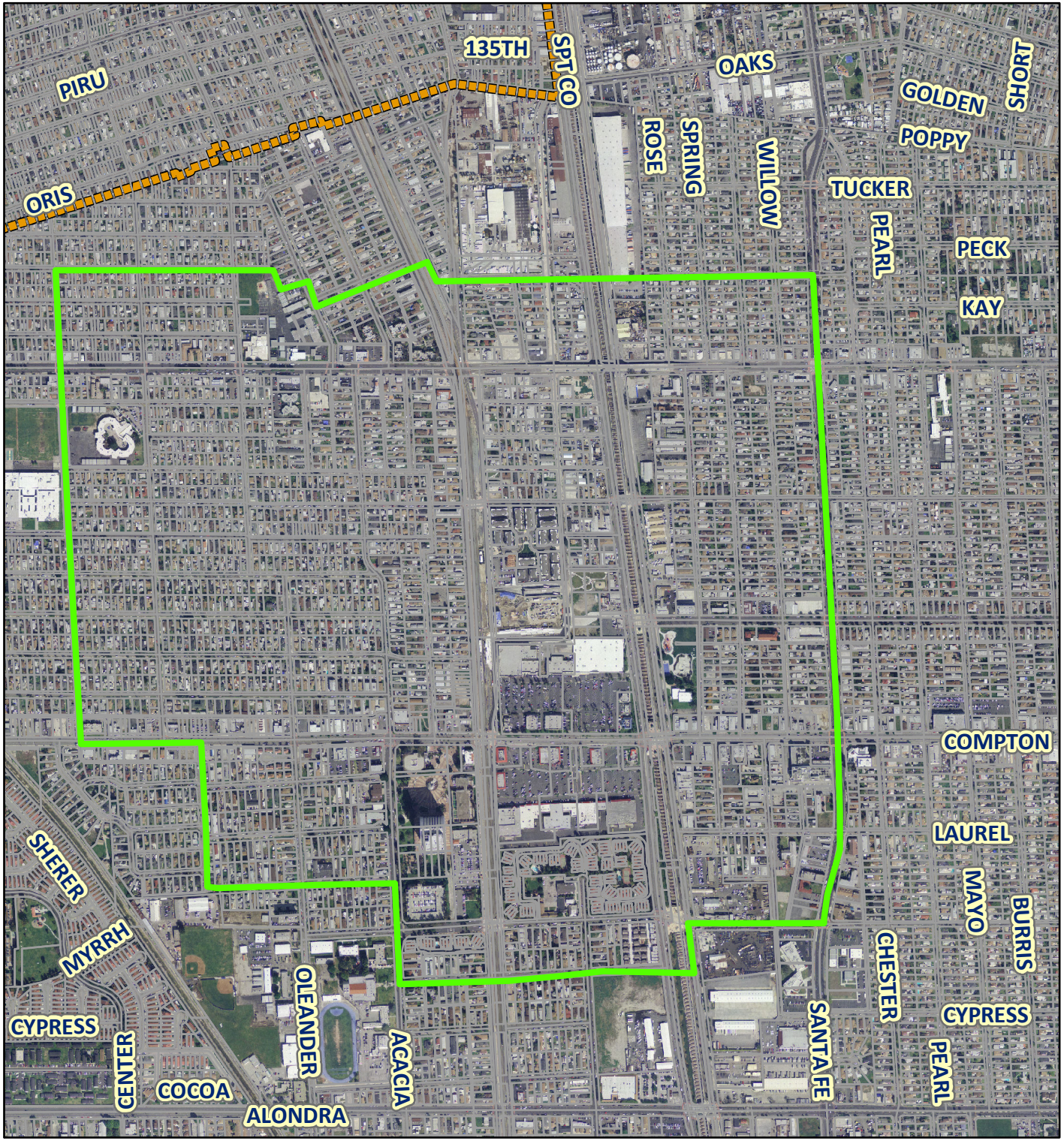
6. By focusing investments on the commercial core and civic center, the Specific Plan will create a strong and vibrant center for the City.

7. The conversion of Alameda East to a greenway would add much needed greenspace and active transportation opportunities.

For the above-mentioned reasons, the City Council hereby finds that the benefits of the Project outweigh and override any adverse environmental impacts associated with the Compton Station TOD Specific Plan.

H. ADOPTION OF A MITIGATION MONITORING PROGRAM FOR THE CEQA MITIGATION MEASURES

Section 21081.6 of the Public Resources Code requires this City Council to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Plan (MMRP), included as Chapter 3.0 in the Final EIR, is hereby adopted.



CITY OF COMPTON

AERIAL MAP

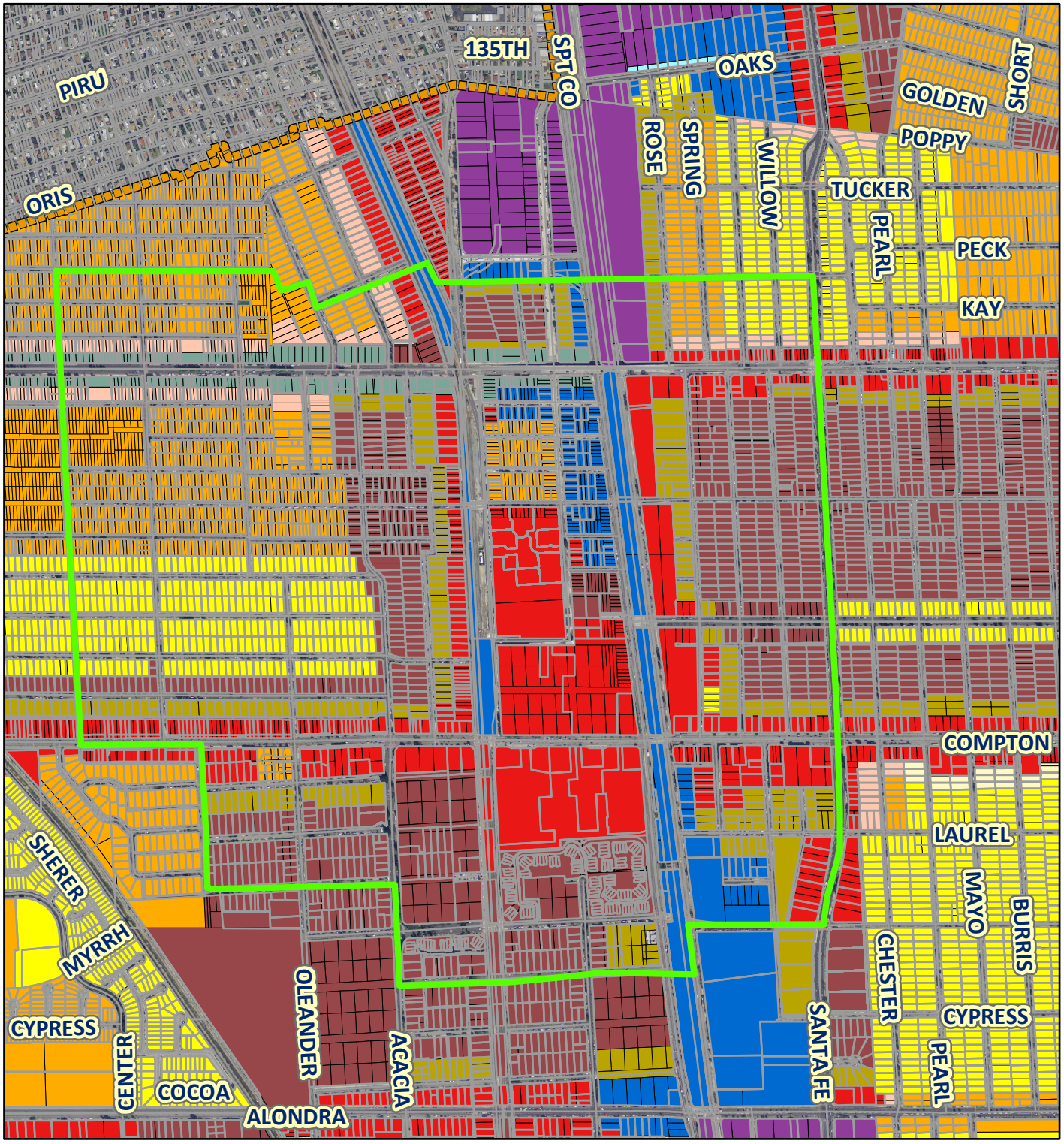
Compton TOD Specific Plan Area

Legend

parcels

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CITY OF COMPTON

EXISTING ZONING MAP

Compton TOD Specific Plan Area

Legend

- parcels
- RA - Residential Agriculture
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- P - Parking
- PRL - Parking/Low Density Residential
- PRM - Parking/Medium Density Residential
- PRH - Parking/High Density Residential
- CL - Limited Commercial
- CM - Commercial Manufacturing
- ML - Limited Manufacturing
- MH - Heavy Manufacturing
- B - Buffer
- LAC - Los Angeles County
- UNZONED

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City of Compton

Compton Station
Transit-Oriented Development Specific Plan
Final Program Environmental Impact Report
SCH #2021090474









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August 2022

CITY OF COMPTON

Compton Station
Transit-Oriented Development Specific Plan
Final Program Environmental Impact Report

Prepared for:

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August 2022

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3.0-1	Mitigation Monitoring and Reporting Program Matrix	3.0-2

1.0 INTRODUCTION

This document is the Final Program Environmental Impact Report (PEIR) for the Compton Station Transit Oriented Development (TOD) Specific Plan. This document together with the Draft PEIR and its technical appendices comprise the Final PEIR. The document has been prepared by the City of Compton in accordance with the California Environmental Quality Act (CEQA).

The Final PEIR is required under Section 15132 of the *State CEQA Guidelines* to include the Draft PEIR, comments and recommendations received on the Draft PEIR, the responses of the lead agency to significant environmental issues raised by those comments in the review and consultation process, and any other relevant information added by the lead agency (including minor changes to the PEIR). A Mitigation Monitoring and Reporting Program is also required; it can be a separate document, or, as in this case, included in the Final PEIR.

The evaluation and response to comments is an important part of the CEQA process as it allows the following: (1) the opportunity to review and comment on the methods of analysis contained within the Draft PEIR; (2) the ability to detect any omissions which may have occurred during preparation of the Draft PEIR; (3) the ability to check for accuracy of the analysis contained within the Draft PEIR; (4) the ability to share expertise; (5) the ability to discover public concerns.

This document provides revisions to the Draft PEIR made in response to comments, staff review, and/or changes to the proposed project. These revisions also correct, clarify, and amplify the text of the Draft EIR, as appropriate, and do not alter the conclusions of the Draft PEIR.

1.1 PROCESS

In accordance with Section 15050 of the *State CEQA Guidelines,* the City of Compton (City) is the lead agency that prepared both the Draft and Final PEIR for the project.

The City prepared and circulated the Draft PEIR for a period of 45 days, extending from May 11, 2022, and ending on June 27, 2022. The Draft PEIR was available for review at Compton City Hall and the Compton Library; an electronic copy of the Draft PEIR was posted on the City's website. A community meeting was held on Thursday, June 9, 2022, via Zoom. A Notice of Availability of the Draft PEIR was transmitted to responsible and trustee agencies, regulatory agencies and other to request comments on the Draft PEIR, pursuant to *State CEQA Guidelines* Section 15086. Comments on the Draft PEIR were received during the comment period, and those comments are responded to in this Final PEIR. The Final PEIR, together with

the Final Specific Plan, will be submitted to Compton City Council for review, and the Council will consider certification of the Final PEIR and approval of the Specific Plan.

1.2 CONTENT OF THE FINAL PEIR

As discussed above, the primary intent of the Final PEIR is to provide a forum to air and address comments pertaining to the analysis contained within the Draft PEIR. Pursuant to Section 15088 of the *State CEQA Guidelines*, the City has reviewed and addressed all comments received on the Draft PEIR by the comment period deadline. Included within the Final PEIR are the written comments that were submitted during the public comment period.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this Final PEIR includes the following chapters and appendices:

Section 1.0, Introduction. This chapter provides a brief introduction to the Final PEIR and its contents.

Section 2.0, Responses to Comments. This chapter provides a list of commenting agencies, organizations, and individuals. Responses to all comments on the Draft PEIR are also included in this chapter. Some of the comment letters received provided comments on the Specific Plan (not the anticipated environmental impacts). These Plan-related comments are addressed separately as part of the planning process. This chapter also provides a list of corrections and additions to the Draft PEIR. None of the changes significantly impact the conclusions presented in the Draft PEIR.

Section 3.0, Mitigation Monitoring and Reporting Program. This chapter includes the Mitigation Monitoring and Reporting Program (MMRP) prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the *State CEQA Guidelines*.

The Final PEIR also includes the previously circulated Draft PEIR.

1.3 REVIEW AND CERTIFICATION OF THE FINAL PEIR

Consistent with CEQA (Public Resource Code Section 21092.5), responses to agency comments are being forwarded to each commenting agency 10 days prior to certification of the Final PEIR. In addition, responses are also being distributed to all commenters via email. The Final PEIR can be downloaded at https://www.nextstopcompton.org/

2.0 COMMENT LETTERS AND RESPONSES

The Draft PEIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for a 45-day public review on May 11, 2022. During that time, the Compton Station TOD Specific Plan was also available for public input. Comments were received on both the Specific Plan and the Draft PEIR.

A community meeting was held on Thursday, June 9, 2022, via Zoom. Additional comments on the Specific Plan were provided during the community meeting, none of the comments were related to the PEIR. A list of commenters on the PEIR is shown in the **Table 2.0-1, List of Commenters on the Draft PEIR**.

The original bracketed comment letters are provided followed by a numbered response to each bracketed comment. Individual comments within each letter are numbered and the response is given a matching number. The responses to comments did not require any changes to the Draft PEIR. Staff initiated text changes are provided in **Section 2.2**. Added text is shown in underline while deleted text is shown in ~~strikethrough~~. The changes to the PEIR do not provide any new significant information and serve to clarify and amplify the information provided in the Draft PEIR.

Table 2.0-1
List of Commenters on the Draft PEIR

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
Letter 1	Judicial Council of California	Pella McCormick	June 24, 2022	2.0-5
Letter 2	California Department of Transportation, District 7	Miya Edmonson	June 21, 2022	2.0-11

2.1 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT PEIR

The numbered responses are provided on the following pages with the original bracketed comment letters at the end of this section. Individual comments within each letter are numbered and the response is given a matching number.

Letter 1

JUDICIAL COUNCIL OF CALIFORNIA

455 Golden Gate Avenue • San Francisco, California 94102-3688
Telephone 415-865-4200 • Fax 415-865-4205 • TDD 415-865-4272

TANI G. CANTIL-SAKAUYE
Chief Justice of California
Chair of the Judicial Council

MARTIN HOSHINO
Administrative Director

JOHN WORDLAW
Chief Administrative Officer

PELLA MCCORMICK
Director, Facilities Services

June 24, 2022

City of Compton
Attention: Emma Sharif, Mayor
3031 Torrance Boulevard
Torrance, California 90503

Re: **Compton Station Specific Plan**
Civic Center – Compton Courthouse and Parking Structure
200 West Compton Boulevard
Compton, CA 90220

Dear Ms. Sharif:

The Judicial Council of California (**"Judicial Council"**) has recently become aware of the Compton Station Specific Plan (**"Specific Plan"**). The plan includes Judicial Council owned property (**"State Property"**) where the Compton Courthouse (**"Courthouse"**) and Courthouse Parking Structure **("Courthouse Parking Structure"**) are located.

Upon review of the draft Specific Plan, the Judicial Council has some concerns with proposed uses and development. The plan calls for two proposed residential housing units on either side of the Courthouse Parking Structure. One of the proposed residential housing units is on the State property in courtyard plaza area which serves at the path of travel for courthouse users from the Courthouse Parking Structure to the Courthouse. This impedes flow of pedestrian traffic of enjoyment of the plaza area, so the Judicial Council has no interest in placing residential units in that location.

1

Letter 1

The proposed residential unit adjacent to the Courthouse Parking Structure as well as other uses on or around the Compton Courthouse Civic Center Plaza as indicated in Chapter 2.4 of the Specific Plan, propose converting the Courthouse Parking Structure "to shared parking, using excess daytime and nighttime capacity to accommodate the parking needs of housing, hotel, City Hall public Meetings, and Dr. Dre Performing Arts Center Events". The Courthouse Parking Structure is managed by a parking manager. We will not be able to accommodate nighttime parking or any other use that could negatively impacts the court users. 1

Additionally, we reviewed the *Compton Station TOD Specific Plan EIR* and identified some areas of environmental concern. Appendix 3.12 "Traffic Impact Analysis" of the Plan EIR does not include Level of Service data for intersection 6 and 7 (Willowbrook Ave East/West and Myrrh St). This intersection is one of the main access points to the Compton Courthouse parking. Were there to be residences constructed adjacent to the Courthouse, we anticipate that traffic at this intersection and surrounding areas would diminish the Level of Service and would like to see volume data be collected and included in the plan document. 2

Further, the EIR indicates that the "Noise" environmental impact would still be *Significant* even after mitigation measures. This is a concern to the Judicial Council as construction and increased ambient noise will disturb court proceedings during normal business hours. It is imperative that court patrons and court employees can conduct their needs without noise impediments or disturbances. 3

The Judicial Council understands the City of Compton vision to build a better downtown for the community and wish you well in your endeavors with the request you remove the proposed housing on State property as well as additional uses of the Courthouse Parking Structure from your plan. 4

Thank you for your attention to this matter. Should you have any questions, please contact Mary Bustamante, Manager, Real Estate at Mary.Bustamante@jud.ca.gov or at (916) 263-7999.

Sincerely,

Pella McCormick
Director, Facilities Services

Letter 1

cc: Robert Delgadillo, Senior Planner, Acting Planning Manager, City of Compton
Allen Leslein, Director, Facilities Services and Capital Projects, Superior Court of Los Angeles County
Tamer Ahmed, Deputy Director, Facilities Services, Judicial Council
Mary Bustamante, Manager, Facilities Services, Judicial Council
Andre Navarro, Manager, Facilities Services, Judicial Council
Patrick Treanor, Facilities Operations Supervisor, Facilities Services, Judicial Council
Jennifer Chappelle, Manager, Risk Management, Facilities Services, Judicial Council
Hilda Iorga, Facilities Supervisor, Environmental Health & Safety, Facilities Services, Judicial Council

Letter 1 **Judicial Council of California**
Pella McCormick, Director, Facilities Services
455 Golden Gate Avenue
San Francisco, CA 94102
June 24, 2022

Response 1-1

The comment provides a set of introductory comments with clarifications on the Judicial Council's property in the Specific Plan area. The Judicial Council states they are opposed to the construction of affordable housing on State property near the Compton Courthouse. The comment further states the Judicial Council is unable to accommodate any shared parking arrangements. The comment does not raise any specific issues within the PEIR. However, it should be noted that the State of California is experiencing a housing crisis. The Specific Plan seeks to add much needed housing in proximity to transit to maximize transit use and reduce VMT and associated climate impacts. The Specific Plan goals are consistent with actions taken at the State level by the Governor and legislature.

Response 1-2

The comment requests level of service (LOS) data for Willowbrook Avenue East/West and Myrrh Street. As stated in the Introduction to **Section 3.12, Transportation**:

On January 20, 2016, the Governor's Office of Planning and Research (OPR) released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, which had been released on August 6, 2014. Of particular relevance was the updated text of State CEQA Guidelines Section 15064.3, which as discussed further below establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives. VMT analysis shifts the focus towards impacts caused by the distance traveled by vehicles rather than the localized congestion created by vehicles. Comparative scenarios of VMT are used to demonstrate the effect of land use or transportation projects by calculating total auto VMT divided by population and/or employment to determine the "efficiency" of the transportation system in moving persons with the fewest VMT. Even when new projects result in additional VMT, due to growth and population and employment, they could result in lower VMT efficiency as the numerator (VMT) would be relatively lower than the denominator (persons). This would occur if persons drove shorter distances, carpooled more, or switched trips to non-auto modes such as walking, biking and transit.

The Guidelines became effective on July 1, 2020. As such, automobile delay as measured by LOS or similar metrics is no longer to be considered a significant environmental impact. Further, Section 21099(a)(2) of the Public Resources Code states "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this

section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." Therefore, as LOS is no longer an environmental impact under CEQA.

Consistent with the *CEQA Guidelines*, LOS was not evaluated within the PEIR.

Response 1-3

The comment raises concerns regarding construction noises associated with the implementation of the Specific Plan. As stated under **Impact NOI-1**, in **Section 3.9, Noise**, construction activity could exceed ambient noise levels. The PEIR provides **Mitigation Measures NOI-1** and **NOI-2** which provide strategies to reduce construction noise levels. As no specific project is proposed at this time, it is not possible to determine the appropriate project level mitigation. However, if and when projects are proposed the City will review the applications and determine the appropriateness of additional noise mitigation.

Response 1-4

The comment reiterates the Judicial Council's opposition to housing and shared parking on State property within the Specific Plan. The comment does not raise an issue within the meaning of CEQA and no specific response is required.

Letter 2

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

June 21, 2022

Robert Delgadillo, Senior Planner
City of Compton
Community Development Department
Planning Division
Case No: COZ 21-006
205 South Willowbrook Avenue
Compton, CA 90220

RE: Compton Station Transit Oriented Development Specific Plan
SCH # 2021090474
Vic. LA-91, LA-710, LA-105, LA-110
GTS # LA-2021-03944-DEIR

Dear Robert Delgadillo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Proposed Project is the preparation of a Specific Plan to guide future growth in the vicinity of the Metro A (Blue) Line Compton Station. The purpose of the Proposed Specific Plan is to promote new development and rehabilitation of existing buildings; increase transit ridership in the Plan Area; strengthen the local identity of the City of Compton and create a unique sense of place; create employment, career, and advancement opportunities for the residents of Compton; and create a pedestrian- and bike-friendly environment within the Plan Area. The Proposed Specific Plan's implementation recommendations may include the establishment of a property-based business improvement district, affordable housing and business incubation spaces on publicly owned land, and local hire requirements for large projects.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

http://opr.ca.gov/ceqa/updates/guidelines/

Letter 2

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions. 1

VMT

The Specific Plan includes the Metro A Line Compton Station and the surrounding area within one half mile. Much of the Plan's anticipated development is within approximately 3,000 feet from the station, within the Downtown Core, Civic Center and Historic Districts, and improved street connections would increase pedestrian access to the station. Although no further analysis is needed according to *CEQA Guidelines* Section 15064.3(b), the an analysis was conducted for informational purposes. The baseline Plan area daily VMT per service population is 16.4, which is lower than the City area's VMT per service population of 17.2. Therefore, implementation of the Specific Plan would adequately reduce VMT and there would be no significant impacts. 2

Given the above finding of less than significant Project VMT impact, the identification of mitigation measures is not required at this time. However, a post-development VMT analysis collecting actual VMT survey data from the project is highly recommended for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be considered and implemented when the post-development VMT analysis discloses any traffic significant impact.

Letter 2

Bicycle Facilities and Pedestrian Facilities

Existing pedestrian facilities along the major corridors consist of traditional sidewalks and pedestrian street crossings, many of which use decorative, colored paving stones to more effectively demarcate pedestrian space. These enhanced pedestrian crossings are used at the majority of signalized intersections along major corridors within the Plan area, with a few exceptions such as on Compton Boulevard at Douglas Dollarhide Drive, Santa Fe Avenue at Laurel Street, and Myrrh Street and Acacia Avenue.

At unsignalized intersections both on and off major corridors, pedestrian crossings are generally unmarked, or if marked, tend not to use high-visibility crosswalks or other enhancements to improve pedestrian safety. Exceptions to this include crosswalks within school zones. Pedestrian curb ramps are generally present at intersections regardless of the presence of marked crosswalks, with tactile warning curb ramps intermittently present. Pedestrian connections to the Metro A Line Compton Station are well-developed on the east, north, and south of the station platform, connecting to Compton Town Center and Renaissance Plaza shopping centers, Compton Boulevard and the Compton Civic Center, and residential areas to the north along Willowbrook Avenue East. However, there are no pedestrian connections across the Metro A Line tracks to the residential neighborhoods to the west, forcing pedestrians to first have to use Elm Street or Compton Boulevard to connect to Compton Station. 3

Current bicycle facilities within the Plan area include Class II bike lanes on Compton Boulevard east of Willowbrook Avenue in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue.

Transit

The Metro A Line (Blue) provides all-day, frequent rapid transit access from two stations in the City, Compton and Artesia Stations, to the Los Angeles metropolitan area including Downtown Los Angeles, and Downtown Long Beach. It recently underwent a $1 billion refurbishment to improve speed, reliability, and customer experience.

Route 3 provides service between the MLK Transit Center and Redondo Beach along Alameda St. and Alondra Blvd in the Plan area. **Route 125** bus line runs east west between Norwalk Station and the City of El Segundo along Rosecrans Avenue. **Route 127** provides service between the MLK Transit Center and Figueroa and 117th St. **Route 202** bus line runs north-south between the Willowbrook/Rosa Parks Station and Del Amo Station via Greenleaf Blvd, Alameda St, Artesia Blvd, and Acacia St. 4

Letter 2

The Renaissance Transit system is a fixed-route bus system that serve the City. The system has five routes that operates in a loop pattern, on a Monday to Saturday service schedule. All five lines run through the Plan area. 4

Other
As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods. 5

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03944-DEIR.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

Letter 2 **Department of Transportation**
District 7
100 S. Main Street, MS 16
Los Angeles, CA 90012

Response 2-1

The comment provides information regarding VMT and Caltrans' support for complete streets and multimodal transportation solutions. As stated in **Section 3.12, Transportation**, the Specific Plan furthers development of housing within ½ mile of high frequency transit (Metro A Line) and supports the County's Climate Action Plan goals and targets to reduce VMT and GHG emissions. The Specific Plan supports the Compton Bicycle Plan by planning for creating multi-modal linkages to Compton Station, and by developing pedestrian and bicycle-friendly environments in the Metro A Line Compton Station area through crossing improvements and bicycle parking. The comment does not raise an issue within the meaning of CEQA and no additional response is required.

Response 2-2

The comment correctly cites the PEIRs less than significant findings regarding VMT. The comment recommends post-development VMT analyses to collect VMT survey data over the lifetime of the Specific Plan. As stated in **Section 3.12, Transportation**, the project would result in less than significant VMT impacts and, therefore, no mitigation is required. However, the City may periodically review VMT in the project area to determine project specific impacts or to assess the overall performance of the Specific Plan. Any such VMT analysis for project will be conducted in accordance with CEQA requirements.

Response 2-3

The comment is a restatement of existing bicycle and pedestrian facilities conditions in the Specific Plan area. The comment does not raise an issue within the meaning of CEQA and no response is required.

Response 2-4

The comment is a restatement of existing transit facilities conditions in the Specific Plan area. The comment does not raise an issue within the meaning of CEQA and no response is required.

Response 2-5

The comment relates to the need for permits for oversized transport vehicles on State highways and a recommendation to limit large size truck trips to off peak commute periods. The City will encourage applicants to limit large size truck trips to off peak commute periods. The comment does not raise an issue within the meaning of CEQA and no additional response is required.

2.2 STAFF INITIATED TEXT CHANGES

The following topic areas were determined to have no impact related to the proposed project. The following text is added to page 5.0-6 of **Section 5.0, Effects Found Not to be Significant**, of the PEIR.

AGRICULTURAL RESOURCES

No Impact. Based on the Department of Conservation's Farmland Mapping and Monitoring Program, neither the Specific Plan Area nor adjacent properties are State-designated Farmland. The Specific Plan Area is listed as Urban and Built-up Land.[1] The Specific Plan area does not contain any Williamson Act contracts or any forest land or areas zoned for forest land or agricultural uses. Implementation of the Specific Plan would have no impact on existing agricultural or forest land resources and would not result in the conversion of agricultural farmland or forestland resources.

GEOLOGY AND SOILS

Seismicity

No Impact. According to the California Department of Conservation's Earthquake Hazards Zone Application, the Specific Plan area is not located within an Earthquake Fault Zone or Landslide Zone. However, the Specific Plan is located within a Liquefaction Zone.[2] While the Specific Plan area is located within a Liquefaction Zone, future development under the proposed Specific Plan would be required to comply with the California Building Code and Compton General Plan policies, which would reduce potential impacts associated with lateral spreading, subsidence, collapse, and liquefaction. Implementation of the Specific Plan would not exacerbate the existing geologic hazards including fault rupture, seismic ground shaking, liquefaction, or landslides. In addition, any new development or redevelopment would be subject to existing State and local regulations, which set forth seismic design standards and geohazard study requirements, no impact would occur.

Soil Erosion

No Impact. The Specific Plan area is relatively flat and includes limited pervious surface area, which limits the potential for substantial soil erosion. Implementation of the Specific Plan may include ground-disturbing activities such as grading and excavation that could result in temporary soil erosion. However, as discussed under **Section 3.7, Hydrology and Water Quality**, the Specific Plan would be required to

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

2 California Department of Conservation. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed July 27, 2022.

comply with erosion control standards; including compliance with the National Pollutant Discharge Eliminate Systems permit and project specific Best Management Practices to secure disturbed soils, ensure proper drainage, and avoid potential adverse effects associated with erosion in the Specific Plan area. Therefore, no impact would occur.

Septic Tanks

No Impact. Development under the Specific Plan area would be served by the City's wastewater disposal system. No future development under the proposed Specific Plan would include septic tanks or alternative wastewater disposal systems; therefore, there is no potential for adverse effects due to soil incompatibility. No impact would occur.

Paleontological Resources

No Impact. There are no identified unique geological features in the Specific Plan area that would be affected by the project. The Specific Plan area is in a highly urbanized area of the City that has been previously disturbed. No impact would occur.

MINERAL RESOURCES

No Impact. The Specific Plan area is in an area classified by the California Geological Survey (CGS) as Mineral Resource Zone-1 (MRZ-1).[3] This designation indicates that there is little likelihood that significant mineral resources are present in the area. Because the Specific Plan area is predominantly developed and is not planned for use as a mineral extraction area, the proposed Specific Plan would not have an adverse effect on mineral resources.

3 California Department of Conservation. 1982. Mineral Land Classification Map Special Report 143 Plate 2.12: Los Angeles Quadrangle. https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_143-MLC-Report04.pdf

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

3.1 INTRODUCTION

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA). It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the Program EIR (PEIR); (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) use existing review processes wherever feasible.

This MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the project and the methods of monitoring such actions. It takes the form of a table identifying the responsible entity and timing for monitoring each mitigation measure.

Table 3.0-1
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
Impact – Air Quality		
AQ-1: During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible: • Provide preferential carpool/vanpool parking spaces for office uses. • Provide for shuttle/mini bus services for hotel uses • Provide bicycle storage/parking facilities and shower/locker facilities. • Provide onsite child-care centers. • Provide transit design features within development. • Develop park-and-ride lots. • Employ a transportation/rideshare coordinator at commercial uses. • Implement a rideshare program. • Provide incentives for employees to rideshare or take public transportation. • Provide bicycle paths that link to an external network. • Provide pedestrian facilities. • Integrate affordable and below market rate housing. • Provide electric vehicle charging • Reduce parking supply. • Implement subsidized or discounted transit program. • Implement bike-sharing program.	Ongoing as projects are proposed	City of Compton, Community Development Department

	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
Impact – Cultural Resources			
CUL-1:	City of Compton will facilitate and encourage require the following to mitigate potential future impacts to historic resources • Prior to the issuance of any demolition or development permits submitted by project applicants, the applicant shall prepare an inventory of the buildings located onsite within the identified project site. • Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource. As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.	Ongoing over the life of the plan as individual projects are proposed	City of Compton, Community Development Department
CUL-2:	City of Compton will facilitate and encourage require the following to mitigate potential future impacts to archaeological resource studies • Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.	Ongoing over the life of the plan as individual projects are proposed	City of Compton, Community Development Department

	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
	• Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. • Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.		
CUL-3:	City of Compton will facilitate and encourage require the following to mitigate potential future impacts related to unanticipated discovery of tribal cultural resources In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **MM CUL-2** or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with	Ongoing over the life of the plan as individual projects are proposed	City of Compton, Community Development Department

	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
	representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.		
CUL-4:	City of Compton will facilitate and encourage require the following to mitigate potential future impacts related to unanticipated discovery of paleontological resources: In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.	Ongoing over the life of the plan as individual projects are proposed	City of Compton, Community Development Department and Building and Safety Department
Impact - Noise			
NOI-1:	During case-by-case review of individual projects, the City of Compton shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible: • Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. • Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. • Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. • Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. • Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. • Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. • Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct	Ongoing over the life of the plan as projects are proposed	City of Compton, Community Development Department

	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
	the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.		
NOI-2:	During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible: • Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels. Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving • Use of rubber-tired equipment rather than metal-tracked equipment • Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Ongoing over the life of the plan as projects are proposed	City of Compton, Community Development Department and Building and Safety Department

City of Compton

Compton Station
Transit-Oriented Development Specific Plan
Draft Environmental Impact Report
SCH #2021090474









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May 2022

COMPTON STATION
TRANSIT-ORIENTED DEVELOPMENT
SPECIFIC PLAN

Draft Environmental Impact Report

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May 2022

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EXECUTIVE SUMMARY

INTRODUCTION

The Compton TOD Specific Plan Program Environmental Impact Report (PEIR) has been prepared to evaluate the potential environmental impacts associated with the Compton TOD Specific Plan (referred herein as Compton TOD) project. This Draft PEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) Statute (California Public Resources Code Section 21000 et seq.), State CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA as adopted by the City of Compton. It is intended to serve as an informational document for public agency decision makers and the general public on the objectives and components of the proposed project, significant environmental impacts that may be associated with the planning, construction, and operation of the project, and appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these significant impacts. The City of Compton is the lead agency under CEQA and is responsible for preparing the Compton TOD Specific Plan PEIR (State Clearinghouse No. 2019070253). The City, as the lead agency, will review and consider the Compton TOD Specific Plan PEIR in its decision to approve, conditionally approve, revise, or deny the proposed project.

The City of Compton, which has the principal responsibility for processing and making a decision on the project, and other public agencies (i.e., responsible and trustee agencies) that may use the PEIR in their decision-making or permitting processes will consider the information in this Draft PEIR along with comments and responses that are generated during the CEQA process. Responsible and trustee agencies are identified in **Section 2.0, Project Description**. In addition, the PEIR is the primary reference document in the formulation and implementation of a Mitigation Monitoring and Reporting Program for the proposed project.

In accordance with CEQA, public agencies are required to make findings for each environmental impact of the project identified in the PEIR. If the lead agency and responsible and trustee agencies decide that the benefits of the proposed project outweigh any identified unmitigated significant environmental effects, they will be required to adopt a statement of overriding considerations supporting their actions.

The actions involved in the implementation of the proposed project are described in **Section 2.0, Project Description**. Other agencies that may have discretionary approval over the project, or components thereof, are also described in **Section 2.0**.

ES.1 PROJECT LOCATION

ES.1.1 Plan Area Setting

The City of Compton is an incorporated municipality in the southern portion of Los Angeles County. The City is centrally located between five major freeways, Interstate 110 (I-110), I-710, I-105, SR-91, and SR-47. The City is located along the Alameda Rail Corridor that connects the ports of Long Beach and Los Angeles to the rest of Los Angeles, Orange County, the Inland Empire, and the nation beyond. Compton is also located 13 miles east of Los Angeles International Airport, another major hub for international cargo trade.

Bordered by the cities of Long Beach to the south and Lynwood to the north, and unincorporated areas of Los Angeles County to the east and west, Compton was initially developed as a suburb of Los Angeles. The Metro Blue Line was completed in 1990, and the following year extended to connect Downtown Los Angeles' financial district and Downtown Long Beach. The Compton Station is located between Alameda Street and N Willowbrook Avenue.

The Plan Area includes 575.5 acres located in the north-central portion of the City of Compton in the geographic center of the Los Angeles Basin, 13 miles south of downtown Los Angeles, California, as shown in Figure 2.0-1, Regional Context. The Plan Area roughly corresponds to a one-half-mile radius from the Metro A (Blue) Line Compton Station and is bound to the north by West Cressey Street, West Douglas Street, and East Peck Street; to the east by North Santa Fe Avenue; to the south by East Indigo Street; and to the west by North Matthisen Avenue, as shown in Figure 2.0-2, Compton TOD Plan Area.

The Plan Area is served by the Metro A (Blue) Line Compton Station—the fifth highest utilized station in Los Angeles with nearly 3,400 boardings daily and more than 862,000 boardings annually. The station is located 0.2 mile north of the Compton Civic Center, which includes Compton City Hall, Los Angeles County Sheriff's Station, Los Angeles County Courthouse, and Los Angeles County Library.

The Specific Plan is proposed in the central portion of the City. The Plan Area encompasses approximately one square mile or approximately 632 acres of commercial, industrial, and residential development and transportation infrastructure. The boundaries of the Plan Area were intended to capture residential and commercial opportunity sites within one mile of the Metro Blue Line Compton Station. The Plan Area extends up to approximately one mile around the station and is centrally located around the Compton Station.

Existing Land Uses

The Plan Area is predominantly characterized by manufacturing and commercial land uses immediately adjacent to the metro stop, with low, medium and high-density residential land uses outside of the commercial and manufacturing zones. The TOD area is located near downtown Compton, with the metro stop being less than a quarter mile directly north of the Compton Civic Center which consists of Compton city hall, courthouse, and sheriff's station. The Compton metro stop is also .40 of a mile from the Compton Towne Center Shopping Center which serves as a regional-commercial shopping center along busy arterial Compton Boulevard and Alameda Street W. Additionally, Renaissance Plaza is an existing shopping mall consisting of major clothing retail stores directly east of the metro stop and within the TOD area. See Figure 2.0-3 for a map of the land uses within the Plan Area and its surroundings.

Areas of low and medium-density residential uses are located around the manufacturing and commercial center of the Compton metro station. The residential area surrounding the station is mostly characterized by a mix of low- and medium-density residential uses with no agricultural components.

The Alameda Rail Corridor, SR-91, and the Metro Blue Line are the major transportation routes within the Plan Area. Compton Creek, a major tributary of the Los Angeles River, extends southeast through the City. There are paved trails along the northern and southern sections of the tributary, but there are no trails along the portion that is in the Plan Area. Images of existing conditions the Plan Area are included in Figure 3.1-1 through Figure 3.1-9.

ES.2 PROJECT DESCRIPTION

The Proposed Project is the preparation of a Specific Plan to guide future growth in the vicinity of the Metro A (Blue) Line Compton Station.

The purpose of the Proposed Specific Plan is to promote new development and rehabilitation of existing buildings; increase transit ridership in the Plan Area; strengthen the local identity of the City of Compton and create a unique sense of place; create employment, career, and advancement opportunities for the residents of Compton; and create a pedestrian- and bike-friendly environment within the Plan Area. The Proposed Specific Plan's implementation recommendations may include the establishment of a property-based business improvement district, affordable housing and business incubation spaces on publicly owned land, and local hire requirements for large projects.

As part of the Proposed Specific Plan, land use and zoning changes will be recommended to facilitate new, community supporting development. The general development framework is provided in **Figure 2.0-2** and further described below. In general, the Proposed Specific Plan land use plan includes:

- Development of three downtown districts:
  - **Civic Center**: This area, anchored by the MLK Memorial Plaza, would remain the symbolic center of the City with new plaza improvements and land uses. While much of the area will remain similar to existing conditions, the Proposed Specific Plan considers new buildings of 3 to 10 stories with densities up to 175 dwelling units per acre at selected sites.
  - **Commercial Core**: This area consists of the Compton Renaissance Center and Towne Center shopping centers, the MLK Transit Plaza, and adjacent areas around the Metro A (Blue) Line Compton Station. This area would retain its identity as the key commercial center of the City. In this area, the Proposed Specific Plan considers new buildings of 3 to 10 stories with residential sections allowing densities up to 175 dwelling units per acre at selected sites.
  - **Historic Core / Compton Boulevard East**: This area stretches along Compton Boulevard between Alameda Street and Santa Fe Avenue. The Proposed Specific Plan considers development of 3 to 6 stories for this area. Densities may range up to 100 dwelling units per acre.
- Zoning modifications on additional corridors to create more transit-oriented development, housing opportunities, and reinvestment:
  - Along portions of Rosecrans Avenue, Compton Boulevard, Santa Fe Avenue, and Palmer Street, development of up to 5 stories in height. Densities are anticipated to range up to 80 units per acre.
  - In multi-family residential areas between Willowbrook Avenue and Alameda Street, including the blocks fronting those streets, residential development of up to 3 to 5 stories would be permitted, with maximum anticipated densities of 60 units per acre.
  - Certain industrial portions of the Specific Plan area will be given a different manufacturing designation which allows more flexibility in uses.
- The Proposed Specific Plan emphasizes the preservation of existing low-density neighborhoods and their character. As such, no modifications are proposed for single-family residential areas or multi-family residential areas east of Rose Avenue to North Matthisen Avenue.

Public improvements being considered as part of the Proposed Specific Plan include:

- Compton Walk: Along the length of Compton Boulevard, sidewalks will be expanded and the roadway narrowed to create a main street experience including plazas at the MLK Memorial, the Metro A (Blue) Line Compton Station, and Willow Avenue.

- Modifications to the circulation pattern of Willowbrook Avenue to improve ease of navigation, safety, and access for pedestrians and cyclists to the Metro A (Blue) Line Compton Station.

ES.3 SCOPE OF THE PEIR

This Draft PEIR addresses the potential environmental effects of the proposed Compton TOD project and alternatives to the project. The scope of the Draft PEIR includes issues identified by the City of Compton during the preparation of the Initial Study and Notice of Preparation, as well as environmental issues raised by agencies and the general public in response to the scoping process and Notice of Preparation, as described below.

ES.3.1 Scoping Process

In compliance with the *State CEQA Guidelines*, the City of Compton has taken steps to maximize opportunities to participate in the environmental process. A Notice of Preparation (NOP) were distributed on September 24, 2021, to federal, state, regional, and local government agencies and other interested parties to solicit comments and inform the public of the proposed project. The project was described, potential environmental effects associated with project implementation were identified, and agencies and the public were invited to review and comment on the Notice of Preparation. The NOP review and comment period closed on October 25, 2021; although letters received later were accepted and evaluated as part of the preparation of this Draft PEIR. A scoping meeting to collect oral comments on the scope of the PEIR was held virtually by the Planning Department on October 14, 2021, at 5:30 p.m.

The following environmental issues were identified through preparation of the Initial Study and through the scoping process as being potential impacts associated with implementation of the Compton TOD Specific Plan project and are addressed in this Draft PEIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Specific impact topics were identified for each of these environmental issues, and are discussed in this Draft PEIR with respect to existing conditions, potential impacts, the significance of these potential impacts, and proposed mitigation for significant impacts.

Other sections required by CEQA include a discussion of growth inducement, cumulative impacts, significant irreversible environmental changes, and significant environmental effects that cannot be avoided. A discussion of alternatives to the proposed project is also presented in this Draft PEIR.

ES.3.2 Areas of Controversy Known to the Lead Agency

This Draft PEIR addresses the areas of environmental controversy and environmental issues to be resolved which are known to the City of Compton or were raised by agencies and the public during the scoping process. The City identified many of these during preparation of the Notice of Preparation. It should be noted that not all of these issues are related to environmental effects of the project. The following summarizes the primary areas of controversy that have been identified and where they are addressed in this Draft PEIR:

ES.3.3 Issues to be Resolved

The issues to be resolved by the City of Compton include a decision on the alternatives, which include the proposed project, and whether or how to mitigate the environmental effects of the project. The City will need to determine if the type and intensity of development proposed for the Compton TOD Specific Plan site is appropriate for the site.

ES.4 SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION PROGRAM

ES.4.1 Summary Table

Table 1.0-1 summarizes each potentially significant environmental effect of the proposed project, the recommended mitigation measures, or alternatives that would reduce or avoid the effect and the level of significance after mitigation. The reader is referred to the full text of this Draft PEIR for a detailed description of the environmental effects of the proposed project and feasible mitigation measures.

ES.4.2 Potential Impacts Not Found To Be Significant

In accordance with *State CEQA Guidelines* Section 15128, this Draft PEIR identifies the possible significant effects that were determined not to be significant and are, therefore, not discussed in detail. Through the preparation of the Initial Study, the City of Compton determined that a PEIR was required to evaluate the potentially significant environmental effects of the proposed project. The following statements identify

the items that were checked "No Impact or Less than Significant" on the Initial Study checklist and were not considered significant or applicable to the project, and, therefore, are not addressed in this Draft PEIR:

ES.5 MITIGATION MONITORING

State law and the City of Compton CEQA procedures require the preparation of a mitigation monitoring and reporting program designed to ensure that mitigation measures adopted as conditions of approval to mitigate or avoid significant environmental effects are carried out. Mitigation measures identified within this Draft PEIR have been described in sufficient detail to provide the necessary information to identify the party (or parties) responsible for carrying out mitigation, when it is to be implemented, and how the mitigation is to be monitored. A mitigation monitoring program will be considered by the City of Compton with the Final PEIR.

Table ES-1
Summary of Impacts and Mitigation Measures

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Have a substantial adverse effect on a scenic vista.	No Impact	No mitigation is required.	No impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No mitigation is required.	No impact
In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.	Less Than Significant Impact	No mitigation is required.	Less than significant
Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less Than Significant Impact	No mitigation is required	Less than significant
Air Quality			
Conflict with or obstruct	Less Than	No mitigation is required.	Less than

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
implementation of the applicable air quality plan.	Significant Impact		significant
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Significant and Unavoidable Impact	**AQ-1** During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible: • Provide preferential carpool/vanpool parking spaces for office uses. • Provide for shuttle/mini bus services for hotel uses • Provide bicycle storage/parking facilities and shower/locker facilities. • Provide onsite child-care centers. • Provide transit design features within development. • Develop park-and-ride lots. • Employ a transportation/rideshare coordinator at commercial uses. • Implement a rideshare program. • Provide incentives for employees to rideshare or take public transportation. • Provide bicycle paths that link to an external network. • Provide pedestrian facilities. • Integrate affordable and below market rate housing. • Provide electric vehicle charging • Reduce parking supply. • Implement subsidized or discounted transit program. • Implement bike-sharing program.	Less than significant with mitigation
Expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation is required.	Less than significant
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less Than Significant Impact	No mitigation is required.	Less than significant
Cultural, Tribal Cultural, and Paleontological Resources			
Cause a substantial adverse change in the significance of a	Less Than Significant	**MM CUL-1 Historical Built Environment Studies**	Less than significant with

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
historical resource pursuant to Section 15064.5.	with Mitigation	Prior to the issuance of any demolition or development permits submitted by project applicants, the City shall prepare an inventory of the buildings located within the identified project site. The inventory shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are submitted. The City Planning Department will assign a historic evaluation officer that will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits. Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource. As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.	mitigation
Cause a substantial adverse change in the significance of an	Less Than Significant	**MM CUL-2 Archaeological Resource Studies**	Less than significant with

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
archaeological resource pursuant to Section 15064.5.	with Mitigation	Prior to approval for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded	mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.	
Disturb any human remains, including those interred outside of formal cemeteries.	Less Than Significant Impact	No mitigation is required.	Less than significant
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	Less Than Significant with Mitigation	**MM CUL-3 Unanticipated Discovery of Tribal Cultural Resources** In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **MM CUL-2** or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of	Less than significant with mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in the 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.		the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.	
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less Than Significant with Mitigation	**MM CUL-4 Unanticipated Discovery of Paleontological Resources** In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.	Less than significant with mitigation
Energy			
Result in potentially significant environmental impact due to	Less Than Significant	No mitigation measures required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Impact		
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	No mitigation measures required.	Less than significant
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.	Less than Significant	No mitigation is required.	Less than significant
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less Than Significant Impact	No mitigation is required.	Less than significant
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Emit hazardous emissions or handle hazardous or acutely	Less than Significant	No mitigation is required.	Less than

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Impact		significant
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, create a significant hazard to the public or the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.	Less Than Significant Impact	No mitigation is required.	Less than significant
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation is required.	Less than significant
Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	No Impact	No mitigation is required.	No impact
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation is required.	Less than significant
Potential to substantially decrease	Less Than	No mitigation is required.	Less than

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Significant Impact		significant
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; 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; or iv) impede or redirect flood flows.	Less Than Significant Impact	No mitigation is required.	Less than significant
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation is required.	No impact

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Land Use and Planning			
Physically divide an established community.	Less Than Significant Impact	No mitigation is required.	Less than significant
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation is required.	Less than significant
Noise			
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.	Significant and Unavoidable Impact	**Mitigation Measures** **NOI-1** During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible: • Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. • Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. • Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. • Equipment Idling. Construction vehicles and equipment shall not be left	Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		idling for longer than five minutes when not in use. • Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. • Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. • Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. **NOI-2:** During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible: • Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.	
Generation of excessive groundborne vibration or groundborne noise levels.	Significant and Unavoidable Impact	**NOI-2** Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving • Use of rubber-tired equipment rather than metal-tracked equipment • Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Less than significant with mitigation
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,	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
would the project expose people residing or working in the project area to excessive noise levels.			
Population and Housing			
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)	Less Than Significant Impact	No mitigation is required.	Less than significant
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less Than Significant Impact	No mitigation is required.	Less than significant
Public Services and Recreation			
The project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less Than Significant Impact	No mitigation is required.	Less than significant
The project result in substantial adverse physical impacts associated with the provision of new or physically altered police	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.			
The project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the school district.	Less Than Significant Impact	No mitigation is required.	Less than significant
The project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less Than Significant Impact	No mitigation is required.	Less than significant
Increase the use of existing neighborhood and regional parks	Less Than Significant	No mitigation is required.	Less than

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Impact		significant
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Transportation			
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation is required.	Less than significant
Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	Less Than Significant Impact	No mitigation is required.	Less than significant
Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Beneficial Impact	No mitigation is required.	Beneficial Impact
Result in inadequate emergency access.	Less Than Significant Impact	No mitigation is required.	Less than significant
Utilities and Service Systems			
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.			
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less Than Significant Impact	No mitigation is required.	Less than significant
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less Than Significant Impact	No mitigation is required.	Less than significant
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	No mitigation is required.	Less than significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less Than Significant Impact	No mitigation is required.	Less than significant

Sources: Impact Sciences, Inc., May 2022

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Have a substantial adverse effect on a scenic vista.	No Impact	No mitigation is required.	No impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No mitigation is required.	No impact
In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.	Less Than Significant Impact	No mitigation is required.	Less than significant
Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less Than Significant Impact	No mitigation is required	Less than significant
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Less Than Significant Impact	No mitigation is required.	Less than significant
Result in a cumulatively considerable net increase of any	Significant and Unavoidable	**AQ-1** During case-by-case review of individual projects, the City shall consider the	Less than significant with

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	Impact	application of the following strategies to reduce mobile source emissions to the maximum extent feasible: • Provide preferential carpool/vanpool parking spaces for office uses. • Provide for shuttle/mini bus services for hotel uses • Provide bicycle storage/parking facilities and shower/locker facilities. • Provide onsite child-care centers. • Provide transit design features within development. • Develop park-and-ride lots. • Employ a transportation/rideshare coordinator at commercial uses. • Implement a rideshare program. • Provide incentives for employees to rideshare or take public transportation. • Provide bicycle paths that link to an external network. • Provide pedestrian facilities. • Integrate affordable and below market rate housing. • Provide electric vehicle charging • Reduce parking supply. • Implement subsidized or discounted transit program. • Implement bike-sharing program.	mitigation
Expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation is required.	Less than significant
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less Than Significant Impact	No mitigation is required.	Less than significant
Cultural, Tribal Cultural, and Paleontological Resources			
Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	Less Than Significant with Mitigation	**MM CUL-1 Historical Built Environment Studies** Prior to the issuance of any demolition or development permits submitted by project applicants, the City shall prepare an inventory of the buildings located within the identified project site. The inventory shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are	Less than significant with mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		submitted. The City Planning Department will assign a historic evaluation officer that will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits. Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource. As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.	
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	Less Than Significant with Mitigation	**MM CUL-2 Archaeological Resource Studies** Prior to approval for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to	Less than significant with mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.	
Disturb any human remains, including those interred outside of formal cemeteries.	Less Than Significant Impact	No mitigation is required.	Less than significant
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 the	Less Than Significant with Mitigation	**MM CUL-3 Unanticipated Discovery of Tribal Cultural Resources** In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **MM CUL-2** or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.	Less than significant with mitigation

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
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.			
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less Than Significant with Mitigation	**MM CUL-4 Unanticipated Discovery of Paleontological Resources** In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.	Less than significant with mitigation
Energy			
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less Than Significant Impact	No mitigation measures required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	No mitigation measures required.	Less than significant
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.	Less than Significant	No mitigation is required.	Less than significant
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less Than Significant Impact	No mitigation is required.	Less than significant
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Less than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
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, create a significant hazard to the public or the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.	Less Than Significant Impact	No mitigation is required.	Less than significant
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation is required.	Less than significant
Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	No Impact	No mitigation is required.	No impact
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation is required.	Less than significant
Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
impede sustainable groundwater management of the basin.			
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; 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; or iv) impede or redirect flood flows.	Less Than Significant Impact	No mitigation is required.	Less than significant
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation is required.	No impact

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Land Use and Planning			
Physically divide an established community.	Less Than Significant Impact	No mitigation is required.	Less than significant
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation is required.	Less than significant
Noise			
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.	Significant and Unavoidable Impact	**Mitigation Measures** **NOI-1** During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible: • Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. • Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. • Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. • Equipment Idling. Construction vehicles and equipment shall not be left	Significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		idling for longer than five minutes when not in use. • Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. • Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. • Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. **NOI-2:** During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible: • Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.	
Generation of excessive groundborne vibration or groundborne noise levels.	Significant and Unavoidable Impact	**NOI-2** Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving • Use of rubber-tired equipment rather than metal-tracked equipment • Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Less than significant with mitigation
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,	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
would the project expose people residing or working in the project area to excessive noise levels.			
Population and Housing			
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)	Less Than Significant Impact	No mitigation is required.	Less than significant
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less Than Significant Impact	No mitigation is required.	Less than significant
Public Services and Recreation			
The project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less Than Significant Impact	No mitigation is required.	Less than significant
The project result in substantial adverse physical impacts associated with the provision of new or physically altered police	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.			
The project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the school district.	Less Than Significant Impact	No mitigation is required.	Less than significant
The project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less Than Significant Impact	No mitigation is required.	Less than significant
Increase the use of existing neighborhood and regional parks	Less Than Significant	No mitigation is required.	Less than

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Impact		significant
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less Than Significant Impact	No mitigation is required.	Less than significant
Transportation			
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation is required.	Less than significant
Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	Less Than Significant Impact	No mitigation is required.	Less than significant
Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Beneficial Impact	No mitigation is required.	Beneficial Impact
Result in inadequate emergency access.	Less Than Significant Impact	No mitigation is required.	Less than significant
Utilities and Service Systems			
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water	Less Than Significant Impact	No mitigation is required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.			
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less Than Significant Impact	No mitigation is required.	Less than significant
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less Than Significant Impact	No mitigation is required.	Less than significant
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	No mitigation is required.	Less than significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less Than Significant Impact	No mitigation is required.	Less than significant

Sources: Impact Sciences, Inc., May 2022

ES.6 ALTERNATIVES TO THE PROPOSED PROJECT

ES.7 REVIEW OF THE DRAFT PEIR

The Compton TOD Specific Plan Draft PEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and other interested parties in accordance with *State CEQA Guidelines* Section 15086. The Notice of Completion for the Draft PEIR was also distributed as required by CEQA. During the 45-day public review period, the Draft PEIR, including the technical appendices, is available for review at the City of Compton Community Development Department Planning Division at 205 South Willowbrook Avenue, Compton, CA 90220, and on the City's website at www.comptoncity.org.

Written comments on the Draft PEIR should be addressed to:

Robert Delgadillo, Senior Planner
City of Compton
Community Development Department – Planning Division
205 South Willowbrook Avenue
Compton, California 90220

Upon completion of the 45-day public review period, written responses to all significant environmental issues raised will be prepared and made available for review at least 10 days prior to consideration of the Final PEIR before the Compton City Council. These environmental comments and their responses will be included as part of the Final PEIR for consideration by decision makers for the project.

1.0 INTRODUCTION

1.1 PURPOSE

This introduction is intended to provide the reader with general information regarding (1) the purpose of an environmental impact report (EIR), (2) standards for EIR adequacy, (3) an introduction to the format and content of this Program EIR (PEIR), and (4) the EIR processing requirements for the project. Environmental documents can be confusing; this section is provided to educate the reader regarding the intent, format, and content of this PEIR so that it can be more easily understood.

1.2 PROJECT BACKGROUND AND PLANNING PROCESS

The City of Compton is located in southern Los Angeles County approximately 10 miles south of the Downtown Los Angeles. The City encompasses 10.13 square miles, bordered by the cities of Long Beach to the south and Lynwood to the north, and unincorporated areas of Los Angeles County to the east and west, Compton was initially developed as a suburb of Los Angeles. The Compton Station Transit Oriented Development (TOD) Specific Plan Area (Plan area) encompasses 575.5 acres, encompassing roughly one half-mile buffer from Compton Station. Freeway access to the Plan Area is provided to I-110 by Compton Boulevard, to CA-91 by Alameda Street and Santa Fe Avenue, and to I-710 by Rosecrans Avenue.

1.2.1 Project Background

In 2017, City staff submitted an application to the Los Angeles County Metropolitan Transportation Agency (Metro) for Round 5 of the Transit Oriented Development (TOD) Planning Grant program. The TOD Planning Grant Program is designed to spur the adoption of local land use regulations that create a regulatory environment supportive of TOD in Los Angeles County, as well as pre-regulatory planning efforts that can lead to the adoption of such local land use regulations. The Planning Grant Program was open to municipalities with land use regulatory control over property within 0.25-mile of designated transit corridors.

The Specific Plan also supports regional goals and is consistent with the Southern California Association of Governments (SCAG) Sustainable Communities Strategy principles of enhancing mobility, livability, prosperity, and sustainability in Southern California communities. Additionally, the Specific Plan advances the objectives of Assembly Bill (AB) 32 and helps implement Senate Bill (SB) 375 by encouraging compact, mixed-use districts that locate housing, jobs, recreation, and other daily needs within close proximity thereby reducing greenhouse gas emissions.

The planning effort for the Specific Plan started in 2019 with the formation of a planning team to guide the planning process and development of the Specific Plan's vision and objectives. In September 2019, the City hosted and collected comments at several events to determine what issues were most important to the community.

1.2.2 Project Summary

The Compton Specific Plan provides a land use and policy framework to support the transformation of Compton Station into economically vibrant districts. The Compton Specific Plan focuses on implementing a community-based vision for the A Line Compton Station and the immediate surrounding areas. A Specific Plan serves as regulatory tool for the City of Compton to guide responsible growth and development that maximizes the unique characteristics of that particular area. The proposed Specific Plan envisions how the Plan Area, in the heart of downtown Compton, can become the hub of the City. The Specific Plan would encourage desired activity in the area through land uses and development types and will remove constraints to efficient development. Those current land uses inconsistent with the Specific Plan would become non-conforming and remain in place until the property owner(s) decide to sell and/or redevelop their properties. The project does not propose to acquire or demolish properties. The authority for preparation and adoption of specific plans is set forth in California Government Code Sections 65450 through 65457.

1.3 LEAD AGENCY, AUTHORIZATION, AND FOCUS

The purpose of this PEIR is to assess the environmental effects of implementing the specific plan, as described above. All projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with CEQA. CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public, the significant environmental effects of proposed activities, as well as ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

The PEIR is ultimately intended as an informational document and by itself does not determine whether the Compton Station TOD Specific Plan, or any component of the specific plan, will be approved. The PEIR aids in the decision-making process by disclosing the potential significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000, this PEIR provides objective information addressing the environmental consequences of the specific plan and identifies the means of reducing or avoiding its significant impacts where feasible.

The *CEQA Guidelines* help define the role and expectations of this PEIR as follows:

- **Information Document**. An EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project, identify feasible ways to minimize or avoid these effects, and describe a set of reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).

- **Degree of Specificity**. An EIR on an individual development project will be more detailed in the specific effects of the project than will an EIR on the adoption of a community plan or zoning ordinance because the effects of the individual development can be predicted with greater accuracy. An EIR on a project such as the adoption of a specific plan and/or zoning ordinance should focus on the secondary effects that can be expected to follow from the adoption but need not be as detailed as the analysis on the specific construction project that might follow (Section 15146).

- **Standards of Adequacy**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Proposed Plan need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

The *CEQA Guidelines*, Section 15382, defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

This PEIR is to serve as an informational document for the public, and decision makers of the City. The PEIR process will culminate with City Council hearings to consider certification of a Final PEIR and consideration of the project.

1.4 LEAD AGENCY, AUTHORIZATION, AND FOCUS

The lead agency for the specific plan is the City of Compton. The Community Development Department, Planning Division is responsible for preparing the PEIR for the review and consideration of the City

Council, as the final decision-maker for the specific plan. The address for the Community Development Department is the following:

City of Compton
Community Development Department
Planning Division
205 S. Willowbrook Avenue
Compton, California 90220

The *State CEQA Guidelines* define "lead," "responsible," and "trustee" agencies. The determination that the City of Compton is the "lead agency" is made in accordance with *CEQA Guidelines* sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This Draft PEIR reflects the independent judgment of the City regarding the potential environmental impacts and the level of significance of the impacts both before and after the mitigation measures proposed to reduce the impacts.

The City determined that a PEIR is needed to evaluate potentially significant effects that could result from the implementation of the specific plan. An Initial Study was not prepared for the specific plan since it was determined from the outset that a PEIR would be required (*CEQA Guidelines* Section 15060(d)).

The City is required to consider the information in the Draft PEIR, along with any other relevant information, in making its decision on the specific plan. Although the Draft PEIR does not determine the ultimate decision that will be made regarding implementation of the project, CEQA requires the City to consider the information in the Draft PEIR and make findings regarding each significant effect in the Draft PEIR. Once certified, the Final PEIR will serve as the environmental document for the specific plan and will be used as a basis for decisions related to future development in the community plan area (CPA). Other agencies may also use the certified Final PEIR in their review and approval process.

A "responsible agency" refers to a public agency other than the lead agency that has discretionary approval over the project. A "trustee agency" refers to a state agency having jurisdiction by law over natural resources affected by the project. There are no responsible or trustee agencies associated with the project.

1.5 TYPE OF ENVIRONMENTAL REVIEW

The specific plan will guide development for the specific plan through 2040. This PEIR considers broad specific plan level issues and evaluates the effects of the specific plan. This PEIR addresses environmental impacts from the specific plan to the level that can be assessed without undue speculation, considering the scope of the specific plan components.

Consistent with the requirements of CEQA, the PEIR does not assume full buildout of the specific plan area, but rather compares expected development from specific plan against the existing environment and not to the existing plans and regulations. The No Project Alternative considers the effects of the existing general plan and zoning relative to the impacts of the specific plan.

Future Use of the PEIR and Subsequent Projects

Approval of the specific plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the plan area may be evaluated with consideration of the PEIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Projects Consistent with a Specific Plan** (*CEQA Guidelines* Section 15182). CEQA Guidelines Section 15182 exempts from further CEQA review certain residential, commercial and mixed-use project that are consistent with a specific plan. The guidelines specifically exempt:

  Projects proximate to transit:

  – A residential or mixed-use project, or a project with a floor area ratio of at least 0.75 on commercially-zoned property, including any required subdivision or zoning approvals, is exempt if the project satisfies the following criteria:

    - (A) It is located within a transit priority area as defined in Public Resources Code section 21099(a)(7);

    - (B) It is consistent with a specific plan for which an environmental impact report was certified; and

    - (C) It is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board has accepted the determination that the sustainable communities strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets.

  For residential projects:

  – Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this

section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.

– (2) Limitation. If after the adoption of the specific plan, an event described in Section 15162 occurs, the exemption in this subdivision shall not apply until the city or county which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. The exemption provided by this section shall again be available to residential projects after the Lead Agency has filed a Notice of Determination on the specific plan as reconsidered by the subsequent EIR or supplement to the EIR.

An exemption from further CEQA review under 15182 is available so long as none of the conditions in *CEQA Guidelines* 15162, which require preparation of a subsequent or supplemental EIR, have occurred.

- **Addenda** (*CEQA Guidelines* Sections 15162 and 15164). Addenda may be used when a subsequent approval is consistent with the specific plan and no major revisions to the EIR are required based on a change to the specific plan, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe.

- **Tiering** (Public Resources Code Section 21094 and *CEQA Guidelines* Section 15152). Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Program EIR / Subsequent Approvals** (*CEQA Guidelines* Section 15168.) Projects within the scope of a Program EIR are eligible for streamlined review.

- **Streamlining for Infill Projects** (SB 226; Public Resources Code [PRC] Section 21094.5; *CEQA Guidelines* Section 15183.3). Eligible infill projects may qualify for streamlined environmental review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

- **Transit Priority Projects** (SB 375; PRC Section 21155-21155.2). Transit Priority Projects consistent with the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review.

1.6 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) Distributed**. Immediately after deciding that an EIR is required, the lead agency files an NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing. A scoping meeting to solicit public input on the issues to be assessed in the EIR, while not always required, may be conducted by the lead agency.

2. **Draft Program Environmental Impact Report (Draft PEIR) Prepared**. The Draft PEIR must contain a (1) table of contents or index, (2) summary, (3) project description, (4) environmental setting, (5) environmental impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts), (6) alternatives, (7) mitigation measures, (8) irreversible changes, and (9) organizations and persons consulted.

3. **Public Notice and Review**. The lead agency must prepare a Notice of Availability (NOA) of an EIR. The Notice must be posted in the County Clerk's office for 30 days (Public Resources Code Section 21092.3) and sent to anyone requesting it. Additionally, public notice of Draft PEIR availability must be given through at least one of the following procedures: (1) publication in a newspaper of general circulation, (2) posting on and off the project site, and (3) direct mailing to owners and occupants of contiguous properties (as the Specific Plan covers approximately 575 acres of the City and encompasses thousands of properties it is not plausible to post the NOA around the Plan Area or mail a copy of the NOA to owners and occupants of contiguous properties. Thus, the NOA will be published in the local newspaper). The lead agency must consult with and request comments on the Draft PEIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a Draft PEIR is 30 days. When a Draft PEIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the State Clearinghouse (Public Resources Code 21091). Distribution of the Draft PEIR may be required through the State Clearinghouse.

4. **Notice of Completion.** The lead agency must file a Notice of Completion with the State Clearinghouse as soon as it completes a Draft PEIR.

5. **Final PEIR.** A Final PEIR must include (1) the Draft PEIR or a revision thereof, (2) copies of comments received during public review, (3) list of persons and entities commenting, and (4) responses to comments.

6. **Certification of Final PEIR.** Prior to approving a project, the lead agency shall certify that (1) the Final PEIR has been completed in compliance with CEQA, (2) the Final PEIR was presented to the decision-making body of the lead agency, and (3) the decision-making body reviewed and considered the information in the Final PEIR. A Notice of Determination must be filed with the County Clerk within five days of the certification of the Final PEIR.

7. **Lead Agency Project Decision.** The lead agency may (1) disapprove a project because of its significant environmental effects; (2) require changes to a project to reduce or avoid significant environmental effects; or (3) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted.

8. **Findings / Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

9. **Mitigation Monitoring and Reporting Program (MMRP).** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

10. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared. A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA challenges.

Notice of Preparation

In compliance with CEQA, the City of Compton completed a multi-step process to determine the appropriate scope of issues to be examined in this Draft PEIR. Pursuant to *CEQA Guidelines* Section 15082, a NOP was prepared by the City and distributed on September 24, 2021, to the State Clearinghouse in the Office of Planning and Research, notifying the general public, responsible and trustee agencies, as well as interested parties that an EIR will be prepared for the Proposed Plan. The NOP was circulated for a 30-day review period that began on September 24, 2021, and ended on October 24, 2021. A Scoping Meeting was held on October 14, 2021. Written comments were received from agencies and from interested parties

during the review period. Refer to **Appendix 1.0-1, CEQA Notices,** to this PEIR for a copy of the NOP and refer to **Appendix 1.0-2, Comment Letters,** to this PEIR for comments submitted to the City in response to the NOP. The NOP was available for review on the City's website. The City received a total of three (3) written and three (3) verbal comments to the NOP. Information, data, and observations addressing comments from these comments are included throughout this Draft PEIR where relevant.

Public Participation

One of the primary objectives of CEQA is to enhance public participation in the planning process. Community members are encouraged to participate in the environmental review process, request to be notified of meetings and release of documents, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides various opportunities for the public to participate through scoping, public review of CEQA documents, and public hearings.

The public is invited to provide comments and concerns regarding the accuracy of this Draft PEIR and the CEQA process. The comment period is indicated on the cover of this PEIR. The Draft PEIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days. The Draft PEIR is available on the City of Compton website at:

Project Website: https://www.nextstopcompton.org/contact-us

Hard copies of the Draft PEIR will also be available at:

- Compton City Hall 205 S. Willowbrook Avenue, Compton, California 90220
- Compton Library 240 W. Compton Boulevard, Compton, California 90220

Written comments may be submitted via:

1. **Mail:** ATTN: Robert Delgadillo, Senior Planner
   City of Compton, Community Development Department, Planning Division
   Case No: COZ 21-006
   205 South Willowbrook Avenue
   Compton, California 90220

2. **E-mail:** Robert Delgadillo, rdelgadillo@comptoncity.org

Pursuant to *CEQA Guidelines* Section 15088, the City will prepare written responses to any comments that raise significant environmental issues received during the noticed comment period and include those responses in the Final PEIR. The public will also be provided opportunities to present oral and written

comments at future hearings and meetings on the specific plan to City Planning Commission and the City Council. The City may but is not required to provide written responses to comments submitted after the circulation period for the Draft PEIR.

1.6 AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified. Based on the NOP comment letters (provided in **Appendix 1.0-2, Comment Letters,** of this Draft PEIR), issues known to be of concern in the community and therefore, potential areas of controversy, include: housing access, land use incompatibilities, and open space.

1.7 FINAL PEIR AND PEIR CERTIFICATION

Following the close of the public review period on the Draft PEIR, the City will prepare and publish a Final PEIR, which will contain a summary of all written and recorded oral comments on this PEIR received during the public review period for the Draft PEIR and written responses to those comments that raise environmental concerns, along with copies of the letters received, and any necessary revisions to the PEIR. The Draft PEIR, comments on the PEIR and a list of persons, organizations, and public agencies that commented on the Draft PEIR, response to comments, and any revisions to the Draft PEIR will constitute the Final PEIR. The Final PEIR will be available for public review prior to consideration of certification of the document by the decision-makers. The City Council, in an advertised public meeting(s), will consider the documents and then, if found adequate, certify the Final PEIR as completed in compliance with CEQA and the *CEQA Guidelines*.

1.8 ORGANIZATION OF THE PEIR

The PEIR is organized into the following chapters so the reader can easily obtain information about the Proposed Plan and its specific issues:

- **Executive Summary:** This section provides a summary of the specific plans' potential environmental impacts that would result from implementation of the specific plan, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.

- **Chapter 1.0, Introduction**: This chapter contains an overview of the purpose and focus of the Draft PEIR, a discussion of the intended use of this Draft PEIR, a description of the organization of the Draft PEIR, and a discussion of the public review process and potential areas of controversy.

- **Chapter 2.0, Project Description**: This chapter describes the specific plan, including project location, project background, project objectives and components, and a description of the proposed changes to existing plans and zoning under the project.

- **Chapter 3.0, Environmental Impact Analysis**: This chapter is the primary focus of this Draft PEIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology and the thresholds of significance. Each section also includes the analyses of environmental impacts of the project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:

  - **Section 3.1, Aesthetics:** Changes to views, scenic resources, and visual quality

  - **Section 3.2, Air Quality:** Changes in pollutants affecting air quality

  - **Section 3.3, Cultural Resources and Tribal Cultural Resources:** Changes to historic resources and impacts to archaeological or paleontological resource and human remains and impacts to cultural resources potentially related to one of more Native American tribes

  - **Section 3.4, Energy:** Wasteful or inefficient use of energy resources

  - **Section 3.5, Greenhouse Gas Emissions:** Changes to greenhouse gas emissions and conformance to applicable greenhouse has plans, policy, and regulations

  - **Section 3.3, Hazards and Hazardous Materials:** Changes in the risk of exposure to hazardous materials, or proximity to wildland fire hazards

  - **Section 3.7, Hydrology and Water Quality:** Changes in water quality, drainage patterns and the amount of stormwater runoff

  - **Section 3.8, Land Use and Planning:** Changes to land use and zoning

  - **Section 3.9, Noise and Vibration:** Changes in noise and vibration levels due to construction, traffic, and proposed uses

  - **Section 3.10, Population and Housing:** Changes in population, jobs/housing balance, and the displacement of a substantial number of housing units or persons

  - **Section 3.11, Public Services and Recreation:** Impacts related to the construction of new or expanded public facilities (i.e., fire protection and schools)

  - **Section 3.12, Transportation and Traffic:** Changes in transportation conditions and vehicles miles travelled, review of emergency access, potential hazardous design features, and potential conflict with alternative transportation (e.g., bicycles and public transportation)

  - **Section 3.13, Utilities and Service Systems:** Impacts related to the increased need for utilities and infrastructure improvements and the construction of new or expanded facilities

- **Chapter 4.0, Alternatives:** This chapter provides analysis of a range of reasonable alternatives to the Proposed Plan in accordance with *CEQA Guidelines* Section 15126(f). The range of alternatives considered is based on their ability to feasibly attain most of the project objectives and avoid or substantially lessen any of the significant effects of the Proposed Plan:

  - **Alternative 1:** No Project

  - **Alternative 2:** Reduced Housing Alternative

  - **Alternative 3:** Ideal Urban Form Alternative

- **Chapter 5.0, Effects Not Found to be Significant:** This chapter summarizes those impact categories that were determined to be less than significant and did not need further analysis in the EIR.

- **Chapter 6.0, Other CEQA Considerations:** This chapter provides a summary of significant and unavoidable impacts of the specific plan and a discussion of potential growth inducing effects of the Proposed Plan.

- **Chapter 7.0, List of Preparers**: This chapter lists the individuals involved in preparing the EIR and organizations and persons consulted.

1.9 CEQA FINDINGS FOR PROJECT APPROVAL

Where a certified EIR identifies significant environmental effects, *CEQA Guidelines* Sections 15091 and 15092 require the adoption of findings prior to approval of a project. Prior to approval of a project, one of three findings must be made, as required by PRC Section 21081 and *CEQA Guidelines* Section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final PEIR.

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final PEIR.

- If the City approves the specific plan, despite significant impacts identified in the Final PEIR that cannot be feasibly mitigated, the City must state in writing the reasons for its actions, under *CEQA Guidelines* Section 15093. Those findings, called a Statement of Overriding Considerations, must be prepared to substantiate the City's decision to accept the unavoidable significant environmental effects of the specific plan when balanced against the benefits afforded by the specific plan, and must be supported by substantial evidence in the record.

1.10 MITIGATION MONITORING OR REPORTING PROGRAM

At the time of project approval, CEQA and the *CEQA Guidelines* require lead agencies to adopt a mitigation monitoring or reporting program for monitoring the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant effects on the environment (*CEQA Guidelines* Section 21081.6; *CEQA Guidelines* Section 15097). This Draft PEIR contains mitigation measures that if found feasible will be included in the Mitigation Monitoring or Reporting Program for the specific plan.

2.0 PROJECT DESCRIPTION

INTRODUCTION

The purpose of the Project Description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. For this Program Environmental Impact Report (PEIR), the project description will focus on program-level information pertaining to the Compton Station Transit-Oriented Development (TOD) Specific Plan (hereafter referred to as the Compton TOD Specific Plan or Specific Plan). As described in §15124 of the State California Environmental Quality Act (CEQA) Guidelines, the Project Description in a PEIR is required to contain the following information: (1) the location of the project; (2) a statement of project objectives; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the PEIR. The State CEQA Guidelines state that a Project Description need not be exhaustive but should provide the level of detail needed for the evaluation and review of potential environmental impacts.

The Project Description is the starting point for all environmental analysis required by the State CEQA Guidelines. Section 15146 of the State CEQA Guidelines states that the degree of specificity required in a PEIR will correspond to the degree of specificity involved in the underlying activity, which is described in the PEIR. In this case, the project consists of the development of a Specific Plan to govern development of a mix of uses, including commercial, public/institutional, and residential uses. The following Project Description serves as the basis for the environmental analysis contained in this PEIR.

2.1 PROJECT LOCATION

2.1.1 Project Location

The City of Compton (City) is an incorporated municipality in the southern portion of Los Angeles County. The City is centrally located between four major freeways, Interstate 110 (I-110), I-710, I-105 and SR-91. The City is located along the Alameda Rail Corridor that connects the ports of Long Beach and Los Angeles to the rest of Los Angeles, Orange County and the Inland Empire. Bordered by the cities of Long Beach to the south and Lynwood to the north, and unincorporated areas of Los Angeles County to the east and west, Compton was initially developed as a suburb of Los Angeles. Compton is located 13 miles east of Los Angeles International Airport, another major hub for international cargo trade as shown in **Figure 2.0-1, Regional Context.**

The Metro A (Blue) Line was completed in 1990, and the following year extended to connect Downtown Los Angeles' financial district and downtown Long Beach. It recently underwent a $1 billion

refurbishment to improve speed, reliability, and customer experience. The Metro A Line Compton Station is the fifth highest ridership station along the A Line with nearly 3,400 boardings daily and more than 862,000 boardings annually. The Metro A Line runs through Los Angeles area cultural landmarks including the Staples Center, the Los Angeles Convention Center, the Watts Towers, and the Queen Mary and Aquarium of the Pacific in Long Beach.[1] Riders can expect a 31-minute ride from the Compton Station to the 7th Street/Metro Center in downtown Los Angeles. The 7th Street/Metro Center Station connects riders to the Red and the Purple Lines for an approximately five-minute ride to Los Angeles Union Station, which is the public transportation hub for regional passenger and commuter trains (Amtrak and Metrolink) that service southern California. Having access to the Compton Metro Station would provide residents accessibility to the greater southern California region, connecting riders and commuters to Union Station in less than an hour.

A Specific Plan serves as regulatory tool for the City of Compton to guide responsible growth and development that maximizes the unique characteristics of a particular area. The Compton Station Specific Plan lays out a vision, regulations, and implementation plan to build a better Downtown Compton, making it into a world-class destination that all our residents can enjoy. The Specific Plan would encourage desired activity in the area through land uses and development types and will remove constraints to efficient development. The authority for preparation and adoption of specific plans is set forth in California Government Code Sections 65450 through 65457.

The Plan Area includes 575.5 acres located in the north-central portion of the City of Compton. The Plan Area roughly corresponds to a one-half-mile radius from the Metro A Line Compton Station and is bound to the north by West Cressey Street, West Douglas Street, and East Peck Street; to the east by North Santa Fe Avenue; to the south by East Indigo Street; and to the west by North Matthisen Avenue, as shown in **Figure 2.0-2, Compton Station TOD Plan Area**.

2.1.2 Existing Plan Area Characteristics

The Plan area is generally divided east/west along Willowbrook Avenue and the A Line. Major east-west arterials that run through the Plan area include Rosecrans Avenue in the northern portion of the Plan area and Compton Boulevard in the central/southern portion of the Plan area. The Compton A Line station is generally situated at the center of the Plan area. The Alameda Corridor runs north-south through the Plan area east of the A Line.

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1 Metro. *Metro A Line (Blue).* Available online at: https://www.metro.net/riding/guide/a-line/, accessed February 10, 2022.

Land uses immediately adjacent to the Metro A Line station are predominantly commercial, with industrial land uses to the north, low density residential to the east and west, and medium-density residential to the south of the commercial and mixed-use zones.

The area immediately adjacent to the A Line Station is designated by the Specific Plan as the Commercial Core. The Commercial Core consists of two large shopping centers located in the heart of Downtown Compton. The Compton Towne Center Shopping Center which serves as a regional-commercial shopping center is located just south east of the A Line station and is situated on Compton Boulevard and Alameda Street. Additionally, Renaissance Plaza, a second existing shopping mall, is located directly east of the Metro A Line station. See **Figure 2.0-3, Existing Land Use,** for a map of the land uses within the Plan Area and its surroundings.

The Plan Area also includes civic spaces interspersed with the commercial uses. Immediately adjacent to the Compton A Line station to the south is the Civic Center. This area is comprised of civic uses and is anchored by the modernist courthouse building. The area between Compton Boulevard and Myrrh Street also includes the high-rise Compton Courthouse, Compton Library, City Hall, the Post Office and the Compton Sheriff's Station. Publicly accessible open space in the form of plazas is provided between the buildings. The Martin Luther King Memorial, a monument dedicated to the memory of Dr. Martin Luther King, Jr. is located within this civic complex.

Located east of Alameda Street, the Historic Core is the only portion of Compton Boulevard within Downtown Compton which retains more of the street-facing single-story stucco retail buildings from its mid-20th century stretch as the main street of the community. The previously entitled Compton Innovation Hub is located at the east end of this district. It should be noted that the buildings are obsolete for current retail uses and modernizing them would be very costly.

The Social Service and Institutional Area features a concentration of educational, community services and religious uses, mostly oriented toward Santa Fe Avenue. Currently, the area is characterized by residential communities consisting of one and two-story single-family dwellings of various architectural designs native to southern California (i.e., California ranch, Mediterranean style) adjacent to neighborhood small businesses. There are also higher density dwellings such as two-story apartment complexes in these residential communities adjacent to the lower density single-family dwellings. Additionally, there are churches and faith-based organizations along Palmer Street between Alameda Street and Santa Fe Avenue.

The Specific Plan includes a proposed Alameda East Greenway Corridor to develop a green residential and educational corridor connected to Downtown Compton. The Alameda East Greenway Corridor that

runs north and south parallel to the Alameda Corridor is principally comprised of public uses. Alameda East between Rosecrans Avenue and Compton Boulevard is a little-used roadway surrounded by retail establishments, single story single-family dwellings, apartment complexes, and nonprofit organizations. This district also includes Wilson Park, the only park within the Plan area. This park is well used at all times and includes a skate park, picnic tables, basketball courts, playground, and an indoor recreation center.

This Rosecrans Center district is located north of the Commercial Core between Willowbrook Avenue and Alameda Street. Bisected by the Rosecrans Avenue overcrossing, it is a mix of residential and industrial uses Residential uses are a combination of single-story single-family homes and two-story multifamily developments. There is also has a presence of vacant buildings and parking lots. There are some convenience stores, restaurants, and religious organizations to service the area.

The plan defines neighborhood corridors along Rosecrans Avenue west of Willowbrook Avenue and east of Alameda Street, and along Compton Boulevard west of Acacia Avenue. These are older strip commercial corridors with residential uses behind the mostly narrow commercial parcels, which are interspersed with occasional residential uses along the corridors.

The remaining residential areas are densely populated single and multifamily neighborhoods. These are primarily located in the areas outside of core of the Specific Plan as well as the districts described above. These neighborhoods and communities have long been a part of the City and carries its image in popular culture.



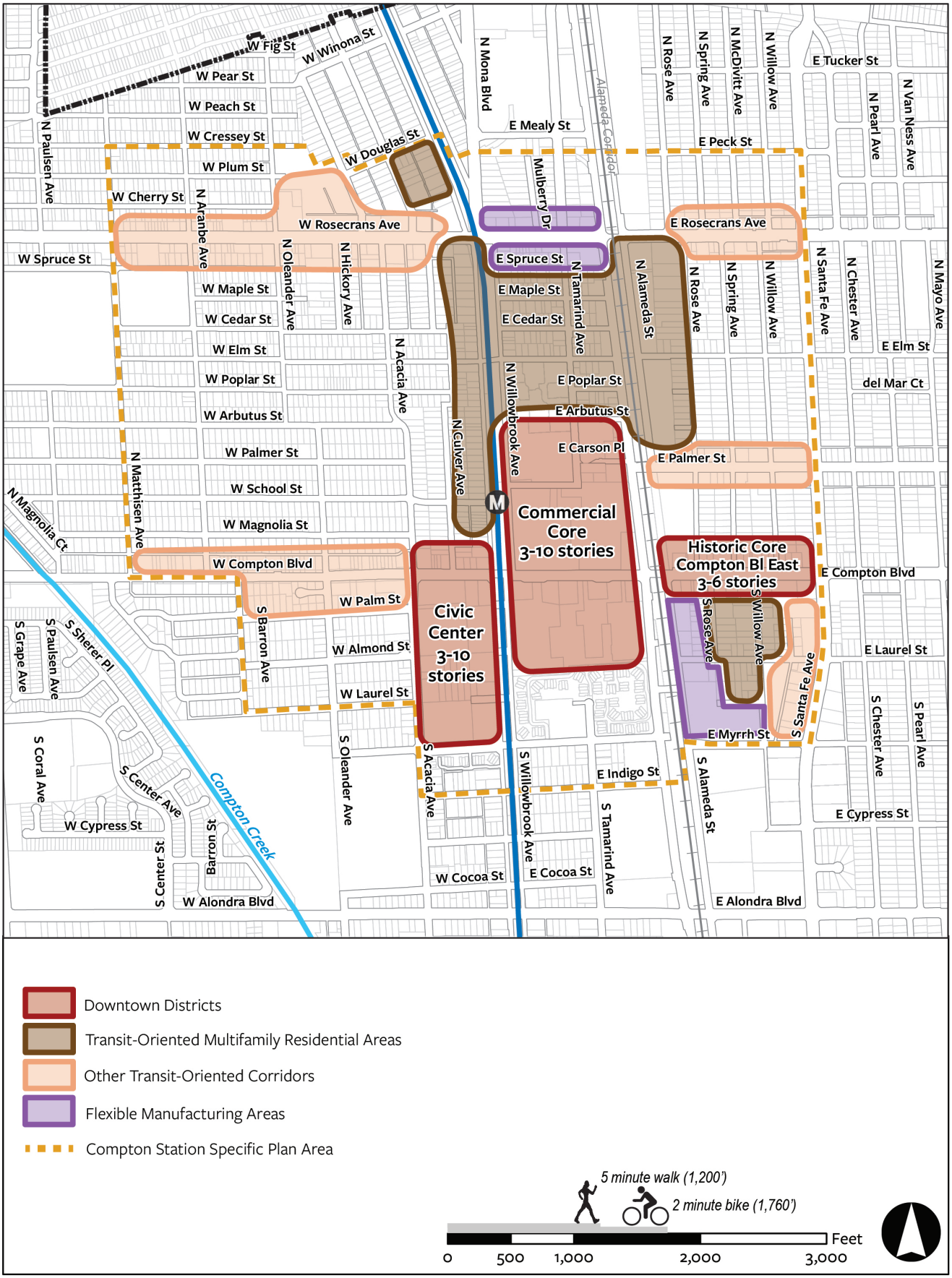
SOURCE: The Arroyo Group, 2021.

FIGURE **2.0-1**

Regional Context

IMPACT SCIENCES

1335.001•09/2021



SOURCE: The Arroyo Group, 2021.

FIGURE **2.0-2**

Compton TOD Plan Area

IMPACT SCIENCES

1335.001•09/2021



SOURCE: City of Compton, 2022

FIGURE **2.0-3**

General Plan Designations

IMPACT SCIENCES

1335.001•02/22

2.2 DESCRIPTION OF THE PROJECT

The purpose of the project is to develop a specific plan with a clear vision, supportive policies and an implementation plan consistent with recent community visioning efforts. The Compton Station TOD will direct future land use decisions, economic development, and infrastructure improvements within and around the Compton A Line station.

The intent of the Compton Station TOD Specific Plan is to create a regulatory document to establish the framework for transit-oriented, livable, economically vibrant, and pedestrian friendly areas within the Plan area boundaries. Based upon market demand and individual property owner decisions, existing land uses may change and transition slowly or quickly over time. Those current land uses inconsistent with the Plan may become non-conforming or be permitted to remain as conforming according to specific provisions and remain in place until the property owner(s) decide to sell and/or develop their properties.

2.2.1 Specific Plan Organization

The Specific Plan is organized into eight chapters that discuss public improvements and streetscape guidelines, design guidelines, permitted land uses, development standards, circulation, pedestrian mobility, infrastructure, an implementation plan and administration. The following described the contents of the Compton TOD Plan in more detail:

Chapter 1: Introduction – The introduction discusses the purpose and organization of the document and the TOD plan area boundary. This section describes the community's vision for the plan area as the result of public outreach and meetings. In addition, the TOD plan's relationship to the City's General Plan and other pertinent City documents and policies are discussed in this section.

Chapter 2: Urban Design Framework - This section sets forth general provisions for development within the plan area and details the permitted uses and development standard for opportunity sites and districts.

Chapter 3: Zoning, Development, and Design Standards - This section includes the zones and allowable uses including frontage standards, public art, and public benefits (such as affordable housing).

Chapter 4: Design Guidelines - This section provides guidelines for the development of mixed-use and multifamily residential uses within the plan area. Topics addressed include building siting and orientation, architectural themes, open space requirements, lighting, and parking.

Chapter 5: Mobility and Parking - This section provides direction for public improvements for the entire specific plan area. Topics include: the mobility goals and strategy, street furnishings, crosswalks, public right-of-way landscaping. This section focuses on pedestrian, bicycle, and vehicular circulation and contains recommendations for the street environment and transit mobility as well as parking strategy and requirements.

Chapter 6: Infrastructure - This section addresses essential infrastructure requirements for future development within the specific plan area, including water, sewer, storm water, electrical and natural gas,

Chapter 7: Implementation and Financing Strategy -This section provides implementation strategies and direction for achieving the goals set forth within the TOD Plan. It also examines City-owned key opportunity sites within the plan area and provides recommendations for these properties, as well as enumerating capital projects and funding resources that can be leveraged to construct these projects.

Chapter 8: References - This section includes key sources sited including previous plans.

District Based Approach

While the Compton General Plan is the primary guide for growth and development for the City as a whole, the TOD Specific Plan focuses in greater detail on the TOD area (i.e., the area within ½ miles of the Compton A Line station) by organizing land use and zoning regulations into eight unique districts. Districts include Civic Center, Commercial Core, Historic Core, Social Service and Institutional Area, Alameda East Greenway Corridor, Rosecrans Center, Neighborhood Corridors and Residential Areas. District boundaries were determined based upon existing and expected future development and shared characteristics, including land use commonalities and proximity to community-wide destinations. District boundaries are shown in Figure 2.0-5 Compton TOD Specific Plan Area District Map. The geographic arrangement of the districts reflects their relationship to the City's civic core, historic core, and shopping districts.

In the district -based approach, each district has a unique vision and a tailored range of allowable uses and development standards that support the desired future condition. The district-based approach is by nature a 'mixed use' zoning approach, where the desired activities and building forms dictate what is conditionally allowed and what is not allowed. This hybrid approach to zoning combines form-based development standards with a selection of compatible uses tailored for each district. This allows for shaping of the built environment, while providing flexibility in the types of allowable uses. Each district is described below.

Civic Center

The Compton Civic Center is the political and symbolic heart of the City, in part because it is a product of and testament to achievements of the African-American community in Compton. Under this Plan, it will be strengthened in those roles as it invites the local and broader community in with new uses such as a hotel/cultural center, small retail, affordable housing, and higher density housing.

Commercial Core

The Commercial Core consists of two large shopping centers located in the heart of Downtown Compton and immediately proximate to the Metro station. This area, which was the original center of the city, will again become the most vibrant and active district in the region with improved restaurant, shopping and entertainment options, open space, housing and offices in a new walkable urban pattern.

Historic Core

The Historic Core is located along a stretch of Compton Boulevard which retains more of its historic character as the main street of the City. This area is envisioned as a more locally-focused downtown district providing opportunities for entrepreneurs and small businesses, including arts uses. The new Mixed-Use land use designation will provide opportunities for development utilizing the existing buildings.

Social Service and Institutional Area

This area features a concentration of educational, community services and religious uses, mostly oriented toward Santa Fe Avenue behind the Compton Boulevard facing retail buildings. The Plan envisions strengthening connections between these uses and new affordable housing and park or community garden uses located at the City Yard at on S. Alameda St. Large parking lots and vacant land also provide opportunities for community-serving development.

Alameda East Greenway Corridor

This district, currently occupied mostly by public uses and a wide, underutilized street, is envisioned to become a green residential and educational corridor connected to downtown by a pedestrian and bicycle greenway replacing Alameda Street East. This district also includes Wilson Park, the only park within the generally park-poor Specific Plan area. This park is well used at all times and includes a skate park, picnic tables, basketball courts, playground, and an indoor recreation center.

Rosecrans Mixed Use Center

This district is located north of the Commercial Core between Willowbrook Avenue and Alameda Street. Bisected by the Rosecrans Avenue overcrossing, it is a mix of residential and industrial uses heavily impacted by industrial pollution, noise, vehicle emissions, pedestrian barriers and poor infrastructure quality. As Downtown Compton gains strength as a center of cultural production, however, this area could receive additional interest from artisans and artists, small-scale local manufacturing, and live/work development. Vacant and underutilized properties along Rosecrans Avenue present nearer-term opportunities for industrial flex or small-scale logistics uses.

Neighborhood Corridors

The plan defines neighborhood corridors along Rosecrans Avenue west of Willowbrook Avenue and east of Alameda Street, and along Compton Boulevard west of Acacia Avenue. These are older strip commercial corridors with residential uses behind the mostly narrow commercial parcels, which are interspersed with occasional residential uses along the corridors. Despite high vacancies, particularly in the western portion of Compton Boulevard and the eastern portion of Rosecrans Avenue, parts of these corridors have good "bones," with a walkable street pattern and buildings that meet the street in cases.

The neighborhood corridors are envisioned to become pleasant, safe and walkable corridors, combining local-serving retail with multifamily residential uses.

Residential Areas

The Compton Station Specific Plan's residential areas are densely populated single- and multi-family neighborhoods. The Specific Plan identifies the City of Compton as a place that continues to inspire devotion and pride. Compton has been an important venue for black political leadership, athletes, and musician's instrumental in West Coast hip hop. The Specific Plan envisions few changes to residential areas and ensures future development through the Plan would enhance residents' livelihoods as Compton progresses into a more interconnected City.



Civic Center



Commerical Core



Historic Core



Social Service and Institutional Area



Alameda East Greenway Corridor



Rosecrans Center



Neighborhood Corrirdors



Residential Areas

Land Use Demand and Distribution

A key purpose of the plan is to identify how much new development should be planned for and where it should be located. Growth projections were created by consulting the project's market study, recent development trends taking place in the Specific Plan area, and the desire to achieve a critical mass of development that could implement the Specific Plan and bring vibrancy and safety to the area.

Based on these analyses, the development potential allowed under the TOD Plan is summarized below in **Table 2.0-1, TOD Plan Development Summary**. Development potential is provided for districts and 'opportunity sites'. However, flexibility is envisioned to be provided between districts where the overall TOD development capacity is not exceeded.

Table 2.0-1
TOD Plan Development Summary

Building Use	Existing Development	Net New Development	Total Buildout (2040)
Commercial	742,454 sf	(39,000) sf	703,454 sf
Hotel	0	150 rooms/90,000 sf	90,000 sf
Office	124,136 sf	97,000 sf	221,136 sf
Industrial	298,821 sf	0	298,821 sf
Institutional	1,425,643 sf	0	1,425,643 sf
Residential Market	3,566 (units)	1,444 (units)	5,010 (units)
Residential Affordable	n/a	734 (units)	n/a

Notes: sf = square feet
Existing affordable units is unknown
Source: Compton Specific Plan/The Arroyo Group.

As shown in **Table 2.0-1, TOD Plan Development Summary**, in total expected developed by 2040 period is anticipated to be:

- 2,178 residential units (1,517 market-rate and 661 affordable)
- 97,000 square feet of office/institutional space
- A net decrease in commercial space of 39,000 square feet
- 150 hotel rooms

Total retail space is additionally anticipated to decline by 39,000 square feet. The projected decline reflects an intended recycling of some large-format, big box stores with mixed-use development and inline stores and restaurants which occupy a much smaller footprint. The quality, variety and quantity of retail sales is

anticipated to increase despite the square footage decline. The net new development does not include the development entitled by the 501/601 E. Compton Boulevard Specific Plan, which was adopted in June 2021. The 501/601 project is comprised of 290 residential units (232 market-rate and 58 affordable), 14,000 square feet of retail space, and a 40,000 square foot innovation hub office space.

Table 2.0-2, Development Capacity for Key and Opportunity Sites, describe the distribution of anticipated growth by 2040. It is anticipated that growth during the planning period will be concentrated in the three Downtown districts: Civic Center, Commercial Core, and Historic Core / Compton Boulevard East. The three districts are described below:

Civic Center: The Compton Civic Center was completed in 1977 based on a design by African-American architect Harold L. Williams. Its ten-story Courthouse and large ceremonial plaza with a monument to Martin Luther King, Jr. are iconic in the City and hold great symbolic value in recognition of Compton's role in achievements of the African-American community. Despite this important symbolic value, however, the day-to-day experience in the MLK Plaza and other Civic Center open spaces is isolating due to the extremely small numbers of people who use the spaces on a regular basis. The plaza area has no planned or regular events generating a need for people to congregate.

To activate the Civic Center and strengthen its role as the symbolic heart of Compton, the Specific Plan envisions a mixed-use district focused on an MLK Plaza activated by new uses, including a cultural center and hotel, coffee kiosks and restaurants, and which plays host to large events, such as concerts, demonstrations and public celebrations. The southern portion of the Civic Center under the TOD Specific Plan will feed this focal plaza with shared parking, housing units, and neighborhood park space.

Key Features

- Martin Luther King, Jr. Memorial Plaza programmed and equipped for large events such as concerts, demonstrations, and public celebrations.
- Coffee/restaurant kiosks, authorized vendors, trees and seating added around the plaza to create a more human-scaled environment that draws people outside at different times of the day.
- Potential adaptive reuse of the historic Post Office building into a more active use (such as restaurant) which helps provide a gateway and define an entry plaza into the Civic Center.
- New library/cultural center/museum with hotel serving as an attraction for local, regional, national, and/or international tourism and a marked gateway to the Compton Walk.
- Heritage House relocated to more accessible and protected site.

- Affordable housing developments constructed on underutilized open spaces in the rear of the Civic Center.

- Courthouse parking garage converted to shared parking, using excess daytime and nighttime capacity to accommodate the parking needs of housing, hotel, City Hall public meetings, and Dr. Dre Performing Arts Center events.

- Strengthened neighborhood connections across Acacia Avenue, including improved crossings, narrowing of street and addition of a playground or other park-like amenity in Civic Center.

- Connection to Compton High School and Dr. Dre Performing Arts Center.

- Improved streetscape, parking, and bike lanes on Willowbrook Avenue

Commercial Core: Located at the Metro station and in the heart of Downtown Compton, the Commercial Core is intended to be the most dense and vibrant area of the City. This 33-acre area, currently occupied by two large shopping centers, Compton Renaissance Plaza and Compton Towne Center, is envisioned to transform over time into an active urban district and unique destination within the South Los Angeles and Gateway Cities area. The Commercial Core would continue to serve the majority of Downtown Compton's retail needs but would arrange them along Compton Boulevard and a diagonal paseo/pedestrian mall to accentuate walkability and transit orientation and concentrate people for added safety and vibrancy. The retail uses are supplemented by upper-floor and adjacent residential units, which add eyes on the street and create the development feasibility needed to execute the project, as well as open space, structured parking, and office/institutional uses as possible.

Key Features

- Metro Plaza serving as an arrival gateway to downtown, sized for events such as farmers' markets, and connected to Metro station through raised crossings.

- Pedestrian Mall connecting the Metro station to the City Focal Intersection and flanked by active retail uses.

- City Focal Intersection at the confluence of Compton Boulevard, Tamarind Avenue and the Pedestrian Mall with entry plaza, high visibility crosswalk, and potential location for unique tower architecture.

- Compton Central Park providing flexible, passive space for residents and the general public.

- New, widened streetscape along Compton Boulevard with street-fronting retail, improved lighting, outdoor dining, etc.
- Extension of Tamarind Avenue south from realigned Carson Place/Palmer Street to new Almond Street (#13).
- Entertainment anchor such as live or movie theater, music venue or nightclub with forecourt plaza.
- Grocery or Big Box anchor connected to Parking Structure.
- Mixed-use buildings (residential or office over retail) along Compton Boulevard and key retail frontages.
- Urban residential blocks with open space and concentrated parking.
- Medium-density residential developments adjacent to lower-density single family detached homes.
- Alleys and new streets creating a finer-grained network of blocks.
- New Almond Street located at front of current Compton Towne Center retail buildings, allowing for some retail buildings to be retained, with surface parking if needed.
- District Parking Network with shared structures for retail customer/employee parking and residential parking if necessary. Structures sited and oriented to facilitate ingress and egress onto Alameda Street.

Historic Core / Compton Boulevard East: Located east of Alameda Street, the Historic Core is the only portion of Compton Boulevard within Downtown Compton which retains more of its early- and mid-20th century character as the main street of the community. With mostly smaller parcels and some older buildings with good character, this area is envisioned to be a more locally-focused downtown district, where creative and entrepreneurial Compton residents can find a home. The previously entitled Compton Innovation Hub, located at the east end of this district, will serve to strengthen this emphasis on creativity and entrepreneurship. The vision for the 40,000+ square foot Hub is a curated space designed to cultivate innovations in technology, arts, and entrepreneurial launches for Compton's innovators. As a part of the 501/601 Compton project, there will also be mixed-income housing and community serving retail space.

Key Features

1. Preservation of buildings with historic character and support for local businesses which contribute to the vitality of Downtown.

2. New mixed-use (residential or office over retail) development.

3. 501/601 Compton project is a seven-story mixed-use development project with a large innovation hub designed for Compton's innovators to cultivate entrepreneurial launches in technology, arts, and other similar endeavors.

4. Willow Plaza created through closure of Willow Avenue at Compton Boulevard.

5. The potential for usable open space created on roofs of buildings due to the small or shallow nature of many sites.

6. Public parking facilities created as opportunities arise.

Several 'key' and 'opportunity' sites are identified within the Specific Plan. These sites represent opportunities for new development based on location, existing use, or other factors. Key sites are those most likely to be developed while opportunity sites are those with potential for development. Both key and opportunity sites and their anticipated development capacity are identified in **Table 2.0-2, Development Capacity for Key and Opportunity Sites**.

Table 2.0-2
Development Capacity for Key and Opportunity Sites

Key Sites	Max height (proposed)	Units	Commercial/Office	Hotel
Renaissance Center	10	600	52,000 sf	-
Civic Center	10	150	10,000 sf	90,000 sf (150 rooms)
Town Center	10	600	(18,000) sf	-
409 N. Alameda St. W.	10	106	4,000 sf	-
398 N. Willowbrook Ave. E.	5/10	77	-	-
117-215 N. Willowbrook Ave W	5	27	-	-
749 S. Alameda St. E.	4	90	-	-
600 N. Alameda St. E.	5	78	-	-
Opportunity Areas	**Max height (proposed)**	**Units**	**Commercial/Office**	**Hotel**
Compton Bl, north side, Acacia to Willowbrook	6	75	-	-

Key Sites	Max height (proposed)	Units	Commercial/Office	Hotel
Compton Bl, both sides, east of Alameda	6	80	10,000 sf	-
Compton Bl, both sides, west of Acacia	5	-	-	-
Rosecrans Av, north side, west of Willowbrook	3	15	-	-
Rosecrans Av, south side, west of Willowbrook	4	80	-	-
Willowbrook Av W, private	3-5	45	-	-
Area between Rosecrans - Palmer - Willowbrook - Alameda	3-5	45	-	-
Area between Rosecrans - Palmer - Willowbrook - Alameda, church	3-5	-	-	-
Santa Fe/Laurel, NW corner	5	30	-	-
Santa Fe, Laurel to Myrrh	5	80	-	-
	Total	**2,178**	**58,000**	**90,000 sf (150 rooms)**

Note: The recently entitled 501/601 project adds an additional 290 units and 54,000 sf of commercial
Unit total includes 1,444 market rate units and 734 affordable units

As noted above, the loss of commercial space at Town Center reflects a natural decline in big box retail stores replaced with mixed-use development and inline stores and restaurants which occupy a much smaller footprint. Despite the decline in square footage, the quality, variety and quantity of goods and services provided is anticipated to increase, along with retail sales.

Zoning is the primary tool used to implement the Specific Plan. The Specific Plan identifies several zoning districts. Each district is unique in the permitted uses, height setbacks, unit size, open space, parking ratios and frontages. See Chapter 3 of the Specific Plan. The zoning districts are shown in Figure 2.0-4 Compton TOD Zoning Districts.

While development is primary considered for the three Downtown Districts and where the 'key sites' are primarily located, it should be noted that the Specific Plan creates development opportunities across the entire Plan area. Additional Plan Area modifications include:

Zoning modifications on neighborhood corridors to create more transit-oriented development, housing opportunities, and reinvestment:

- Along portions of Rosecrans Avenue, Compton Boulevard, Santa Fe Avenue, and Palmer Street, development of up to 5 stories in height. Densities are anticipated to range up to 80 units per acre.

- In multi-family residential areas between Willowbrook Avenue and Alameda Street, including the blocks fronting those streets, residential development of up to 3 to 5 stories would be permitted, with maximum anticipated densities of 60 units per acre.

The Specific Plan emphasizes the preservation of existing low-density neighborhoods and their character. As such, no modifications are proposed for single-family residential areas or multi-family residential areas east of North Santa Fe Avenue to North Matthisen Avenue.

Further, the full zoning capacity of the Specific Plan is larger than the growth projections described herein. The numbers presented within this PEIR represent what is reasonably expected to occur over the lifetime of the Plan. Should growth exceed the amount projected, additional environmental analysis may be required.

Approach to CEQA Analysis

This PEIR approaches the environmental analysis based on the overall development pattern and character described in the proposed Specific Plan. As a program EIR, it describes the potential impacts that could result from the adoption and implementation of the proposed Specific Plan over a 20-year horizon through 2040. Subsequent projects that are within the development envelope considered in this PEIR may be considered 'by right' or may be subject to a more limited environmental review. See **Chapter 1.0, Introduction,** for additional guidance on tiering from this Specific Plan PEIR.

Section 15126.2 of the *State CEQA Guidelines* requires EIRs to focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. Although the exact nature of Plan Area development through 2040 is not known, as described in the previous section, development forecasts have been developed based on reasonably expected development, to provide a basis for analysis of the Specific Plan's environmental impacts.

Table 2.0-3, 2021-2040 City of Compton and Compton Station TOD Plan Area Population, Housing, and Jobs Projections without Specific Plan Implementation , shows the current estimated population, households and employment for the City of Compton and the TOD area. The estimated growth rate for the Plan Area is 2.5%, or 305 people of a current population of 12,323 between 2021 (existing conditions) and 2040 (Plan horizon year). Households are expected to grow 4.1% from the current number of 2,808 to 2,924. The actual rate and amount of development will depend upon market conditions and regulatory processes.

Table 2.0-3
2021-2040 City of Compton and Compton Station TOD Plan Area
Population, Housing, and Jobs Projections without Specific Plan Implementation

	2021		2040		2021-2040 Growth	
	City of Compton[1]	Plan Area[2]	City of Compton[1]	Plan Area[2]	City of Compton	Plan Area
Population	100,534	12,323	102,566	12,628	2.0% (2,032)	2.5% (305)
Households	23,359	3,566	24,341	2,924	4.2% (982)	4.1% (116)
Employment	28,876	3,953	29,924	4,057	3.6% (1,048)	2.6% (104)

Source:
[1] Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. ***https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579*** ***
*[2] Compton Station Specific Plan Existing Conditions Report, 2020.***
** SCAG population projection has been projected linearly to determine 2040 conditions*
*** Existing conditions have been projected linearly to determine 2021 conditions*

The Specific Plan would introduce mixed-use residential and commercial development that would be concentrated in the Civic Center, Commercial Core, and Historical Core. In examining the Plan Area, the addition of 2,178 housing units will increase the housing stock by 9.3 percent for the City and 77.5 percent for the Plan Area, respectively. The Specific Plan would add approximately 9,236 residents to the Plan Area, an increaseof 75 percent of the Plan Area population. **Table 2.0-4, Existing (2021) and Proposed (2040) Population and Housing** shows anticipated growth in households and population.

Table 2.0-4
Existing (2021) and Proposed (2040) Population and Housing

	Compton TOD Plan Area	City of Compton
Population		
Existing[1]	12,323	98,337
Proposed	9,236	9,236
New Total	21,559	107,573
Percent Increase	75%	9.4%
Housing		
Existing[1]	2,808	23,309
Proposed	2,178	2,178
New Total	4,986	25,487
Percent Increase	77.5%	9.3%

Source: City of Compton, California Department of Finance, US Census

Modifications to the Circulation Network

Compton Boulevard

Compton Boulevard currently carries 20,000 vehicles per day, which is near the capacity of a three-lane street. In order to alleviate some of the congestion, the Specific Plan proposes to redistribute some of traffic onto other east-west streets, particularly Alondra Boulevard.

As a part of the redesign of the street, the bicycle lane will 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, encouraging cyclists, skateboarders and other rolling mode users to ride. On-street parking will remain and be interspersed with intermittent loading zones.

Willowbrook Avenue

Willowbrook Avenue is a key street connecting the Specific Plan area to the Metro station. The street is separated by the Metro A Line (Blue) tracks and freight rail tracks into two separate roadways, Willowbrook Avenue West and East. Willowbrook is being considered as a reverse couplet – which means it would be a one-way pair, but with northbound traffic on Willowbrook West and southbound traffic on Willowbrook East. This configuration eliminates many points of conflict between pedestrians

and vehicles at intersections, improving safety. It also provides space for bike lanes on both sides, while preserving the existing bus station and Metro gate system.

Alameda East

Alameda Street East between Rosecrans Avenue and Compton Boulevard is currently a lightly-traveled street with traffic volumes less than 30% of capacity. The community vision for Alameda East is to close the roadway and convert it to a greenway serving as a recreational and health amenity for the central Compton population. This greenway is envisioned to incorporate a softscape, decomposed granite path, for jogging, as well as a hardscape path for bicycling and other rolling modes. Stormwater treatment and/or infiltration elements could be added, and planting would help provide a buffer to the at-grade and below-grade rail lines just to the west. On its eastern side, up to 10' of the right-of-way could be granted as an easement for greenery, porches and other frontage treatments for adjoining residential development. This would help development be able to fit in these narrow publicly-owned sites, and help provide eyes on the greenway to ensure safety.

New Streets

The Commercial Core area currently consists of two superblocks, each containing a 16-17 acre shopping center. As development proceeds in this area, a new network of streets and pedestrian ways will be built to create a walkable pattern in this area. New streets may be dedicated to the City of Compton or maintained as private streets at the discretion of the Community Development Director. In the event that streets remain under private ownership, they must be left open to the public at all times.

Pedestrian Network

Compton Walk

This specific plan proposes that Compton Boulevard become the centerpiece of a new downtown Compton, linking the Civic Center, Commercial Core, and Historic Core districts with the Metro station through a pedestrian-friendly, activated streetscape that will take residents and visitors on a journey through cultural Compton's past, present, and future. Punctuating this primary pathway experience will be a rhythm of streetscape 'Places' that will seek to promote moments of discovery, learning, history, cultural expression, and entertainment.

The theme for the Compton Walk's design framework will be created, maintained and updated over time by local artists and business owners, expressing the City of Compton's contributions to music, sports,

politics, theater and visual arts. It will serve as a major attraction to those who wish to come to appreciate the City's culture and support its economy.

Pedestrian Malls

Pedestrian malls are pedestrian walkways designed for high levels of activity. In the vast majority of cases, retail uses will flank the pedestrian mall on both sides. The envisioned diagonal pedestrian mall through the Commercial Core shall be designed as part of the Compton Walk and implement the Compton Walk's design principles, adapting them appropriately for the pedestrian mall condition.

Shared Alleys

Shared alleys provide access for deliveries, residential vehicles accessing parking structures, and pedestrians. Because typically pedestrians and vehicles share the same space, all elements of alley design should emphasize its low-speed nature. The Specific Plan will also encourage the use of permeable pavers for the alley roadbed to reduce water inflow into the storm drains.

Bicycle Network

The Compton Station Specific Plan bike network is comprised of both on-street and off-street facilities used to meet the demands of bicycle travel. A comprehensive network can improve bicycle safety and convenience, especially when coupled with education and enforcement programs. The following describes the standard hierarchy of bikeway designations within the TOD area:

- Class I. Typically called a "bike path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II. Often referred to as a "bike lane," a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.
- Class III. Generally referred to as a "bike route," a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signs and/or pavement markings (i.e., sharrows).
- Class IV. Known as "cycle tracks" or "separated bikeways," these facilities provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway that is protected from vehicular traffic through a physical barrier, such as landscaping or bollards.

Current bicycle facilities within the TOD study area include Class II bike lanes on Compton Boulevard east of Alameda Street in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue. In addition, a shared use Class I path for bicycles and pedestrians follows along Compton Creek to the southwest (outside the TOD area).

The TOD plan would the enhance the existing network and develop new, feasible facilities to provide a bikeway system that serves to link people with schools, parks, employment and shopping areas, and transit. The key features of the bicycle network plan include the following:

- Adding a Class IV separated bikeway along Compton Boulevard through the TOD area, where the bike lane would run adjacent to the curb, protected from vehicle traffic by on-street parking and a raised buffer. The bikeway configuration would be achieved by reducing the number of vehicle travel lanes to one lane in each direction. Vehicle capacity is available on parallel routes such as Alondra Boulevard, Myrrh Street, Palmer Street, and Rosecrans Avenue, to accommodate potential diversion of vehicle traffic.

- Adding Class IV separated bikeways along Willowbrook Avenue East and West between Rosecrans Avenue and Myrrh Street, as part of the reverse couplet configuration where Willowbrook West would run northbound and Willowbrook East would run southbound. Along Willowbrook East, a two-way bikeway could be established, at a minimum in the portion between the Metro station and Compton Boulevard.

- Adding a Class II bike lane along Acacia Avenue between Compton Boulevard and Myrrh Street. This would be achieved by reducing the number of vehicle travel lanes to one lane in each direction.

- Adding a Class I bike path along Alameda Street East between Rosecrans Avenue and Compton Boulevard. The existing street, which includes a two-lane roadway and vehicle parking, would be narrowed to include a bike path and pedestrian walkway within this segment.

- Finally, adding Class III bike routes, generally consistent with the Compton Bike Master Plan, are planned for Palmer Street, Acacia Avenue north of Compton Boulevard, School Street, the Tamarind Avenue extension, Rosecrans Avenue north of Willowbrook Avenue, and Alameda Street East between Compton Boulevard and Myrrh Street.

Parking Context and Parking District Strategy

The Compton Station TOD shall establish a parking district within Downtown Compton to encourage the efficient use of both existing and future parking facilities and encourage a "park once" environment where visitors, employees, and residents are able to park their cars, then walk to multiple destinations. Parking would be provided through a combination of structured facilities and surface level parking lots.

Parking and TDM Regulations

The Specific Plan includes the creation of a parking district within Downtown Compton to encourage the efficient use of existing and new parking resources and encourage a 'park once' atmosphere where visitors and employees in the area park their cars and then walk to multiple destinations. Aspects of the parking district include unbundling of parking, vehicle charging, designated stalls for scooters, mopeds and motorcycles, and bicycle parking requirements for new development.

The Transportation Demand Management section of the Specific Plan requires features such as information kiosks, upgraded bus stops, and maintenance of car share facilities depending on the size of the proposed development.

2.3 PROJECT OBJECTIVES

The Proposed Project is the preparation of a Specific Plan to guide future growth in the vicinity of the Metro A Line Compton Station.

The purpose of the Specific Plan is to promote new development and rehabilitation of existing buildings; increase transit ridership in the Plan Area; strengthen the local identity of the City of Compton and create a unique sense of place; create employment, career, and advancement opportunities for the residents of Compton; and create a pedestrian- and bike-friendly environment within the Plan Area. The Proposed Specific Plan's implementation recommendations may include the establishment of a property-based business improvement district, and affordable housing on publicly owned land, and local hire requirements for large projects. More details regarding the Specific Plan goals and actions are outlined below.

2.4 SPECIFIC PLAN GOALS AND ACTIONS

Vision: In order to **build a better downtown, transforming it into a world-class destination that all our community can enjoy,** the Specific Plan sets out a suite of actions organized under six goals, which derive closely from the values and priorities expressed by the community.

Goal #1: An economically active and vibrant station area which attracts investment and provides quality amenities to the community.

Action 1.1: Establish zoning and development standards which encourage new housing and mixed-use development in commercial portions of the station area.

Action 1.2: Allow development of appropriate uses, including multi-family housing, by-right.

Action 1.3: Encourage the development of sit-down restaurants and other retail amenities strongly desired by the public. Provide favorable development standards for these uses, such as allowing outdoor dining and reducing parking requirements.

Goal #2: A safe and well-maintained Downtown where people enjoy public space.

Action 2.1: Establish a business improvement district to maintain, clean, promote and provide security for the Downtown.

Action 2.2: Create a range of comfortable and attractive publicly-accessible open spaces in large developments in the Downtown.

Action 2.3: Ensure a mix of uses and orient structures to encourage widespread daytime and nighttime use of public spaces.

Action 2.4: Encourage new buildings to be multi-story to increase "eyes on the street".

Action 2.5: Enforce design standards which require appropriate levels of lighting and avoid blank walls and other underutilized spaces.

Action 2.6: Design streets that are intended for pedestrian activity and low speeds.

Action 2.7: Address the safety of streets and intersections, including the streets located along the Metro A Line and Alameda rail corridors.

Goal #3: A built environment which reflect the history, creativity and excellence of Compton.

Action 3.1: Construct, maintain and consistently renew the Compton Walk, the primary pedestrian network which connects all major open spaces and is experienced as a journey through cultural Compton, with places and elements for history and the arts.

Action 3.2: Program cultural events, such as fairs and concerts, in publicly accessible open spaces in Downtown.

Action 3.3: Engage the broader community to develop a museum or other destination venue that showcases field(s) in which the Compton community has excelled.

Action 3.4: Direct a portion of project development costs to public art or artistic facilities.

Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for all modes of travel.

Action 4.1: Improve first/last mile access to the Metro A Line (Blue) Compton Station with additional infrastructure and programs that support walking, biking and rolling.

Action 4.2: Create a diversity of streets supportive of different modes of transportation, and develop facilities for those modes of transportation along the appropriate streets.

Action 4.3: Reconfigure Willowbrook Avenue to reduce safety concerns, improve wayfinding and add low-stress bicycle facilities.

Action 4.4: Develop a greenway on Alameda Street East for recreational/exercise and transportation uses.

Action 4.5: Reduce minimum parking requirements to encourage residents to travel less by car.

Action 4.6: Use existing and new parking structures to create a shared parking district where residents, employees and visitors can park once and circulate around Downtown on foot.

Action 4.7: Encourage the creation of green and solar roofs.

Goal #5: Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.

Action 5.1: Make publicly-owned land available for affordable housing development, and pursue development which maximizes the amount of affordable housing produced on those sites.

Action 5.2: Provide by-right development incentives for the development of affordable housing and other public benefit projects.

Action 5.3: Create zoning and development standards which encourage the private production of quality market-rate housing which retains people who grew up in Compton and nearby communities and want to stay.

Goal #6: Increased opportunities for Compton residents to create and grow local businesses.

Action 6.1: Recognize and strengthen Compton as a place where culture is produced and exhibited to the community and wider world.

Action 6.2: Develop an innovation hub which provides amenities and tools for Compton's digital media producers.

Action 6.3: Explore the opportunity to create a food incubator or other workforce or small business development facility at the corporate yard.

2.5 INTENDED USES OF THE PEIR

This PEIR will serve as the primary source of environmental information for the actions and approvals associated with the City of Compton, Compton Station TOD Specific Plan. In accordance with Section 21002.1 of CEQA, the purpose of this PEIR is to provide the City, serving as the lead agency, information on: the potentially significant environmental impacts that would result from implementation of the Specific Plan; alternatives to the Specific Plan; and mitigation measures, which may reduce or avoid any significant effects. This PEIR will also be used as an information document by other public agencies, in connection with any approvals or permits necessary for construction and operation of the Specific Plan.

The EIR is intended to serve as a Program EIR, as defined in Section 15168 of the State *CEQA Guidelines*, for use by the City as lead agency and by responsible agencies as needed. The PEIR will evaluate the broad-scale impacts of the Specific Plan regulations and may evaluate project-level impacts where more detail is available at this time. PEIRs are typically prepared for public policy programs such as a general plan or new zoning districts; for a series of related actions that can be characterized as one large project; or for large-scale, multi-phase development projects such as specific plans. In a PEIR, CEQA allows the general analysis of broad environmental effects of the program, with the acknowledgement that subsequent, project-specific environmental review may be required for particular aspects or portions of the program at the time of project implementation, in accordance with Section 15162 of the State *CEQA Guidelines.* The PEIR would serve as the first-tier environmental analysis. The PEIR can be incorporated by reference into subsequently prepared environmental documentation to address issues such as cumulative impacts and growth-inducing impacts, allowing the subsequent documents to focus on new or site-specific impacts pursuant to Section 15168(d) of the *CEQA Guidelines*. To assess the potential broad-scale environmental impacts that may result from implementation of the Specific Plan, development assumptions have been made at this time and are described in the above sections.

2.6 REVIEWS AND APPROVALS

To be approved and implemented, the Specific Plan project requires approval of the following actions by :

- Adoption of the proposed Compton Station TOD Specific Plan;
- Change of Zone for the Specific Plan area to "Specific Plan Overlay;"
- Amendments to the Compton General Plan;

This PEIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with implementation of future development projects pursuant to the proposed Specific Plan. The state or local agencies that may rely upon the information contained in this PEIR when considering approval of permits may include, but are not limited to, the following:

- South Coast Air Quality Management District (point source emissions permits)
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- California Department of Toxic Substance Control (provide clearance for school expansions/developments)

- Caltrans (improvements to intersections within Caltrans rights-of-way)
- Metro (approval of development within Metro's jurisdiction).

2.7 REFERENCES

Metro. *Metro A Line (Blue)*. Available online at: https://www.metro.net/riding/guide/a-line/, accessed February 10, 2022.

Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

3.0 ENVIRONMENTAL IMPACT ANALYSIS

This section of the Program Environmental Impact Report (PEIR) evaluates the potential of the Plan to result in significant impacts to the environment. This section provides a full scope of environmental analysis in conformance with the California Environmental Quality Act Guidelines (CEQA Guidelines).

SCOPE OF THE ENVIRONMENTAL IMPACT ANALYSIS

In accordance with Section 15126 of the *CEQA Guidelines*, **Chapter 3.0** of this Program EIR provides an analysis of the direct, indirect, project and cumulative, environmental effects of future development that complies with the proposed Specific Plan with respect to existing conditions at the time the Notice of Preparation (NOP) was published (**Appendix 1.0-1**). The determination of whether an impact is significant has been made based on the physical conditions established at the time the NOP was published (*CEQA Guidelines*, Section 15125(a)). The Specific Plan is evaluated in the EIR at a programmatic level, in accordance with *CEQA Guidelines*, Section 15168. As previously stated in **Chapter 1.0**, **Introduction**, the PEIR analysis is not intended to focus on the site-specific construction and operation details of each future development within the Specific Plan area. Rather, this PEIR serves as a first-tier environmental document that focuses on the effects of implementing the overall Specific Plan to provide a comprehensive document that addresses environmental concerns of the overall effects of buildout of the Specific Plan.

The following environmental resources are assessed in this chapter in accordance with Appendix G of the *CEQA Guidelines*.

- Aesthetics
- Air Quality
- Cultural Resources and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Services Systems

Approach to Environmental Analysis

Sections 3.1 through **3.13** of this PEIR contain discussions of the environmental setting, regulatory framework, and potential impacts related to construction and operation of future development that is in

accordance with the Specific Plan. The environmental evaluation includes a project analysis (i.e., Specific Plan) and a cumulative analysis. If potential significant impacts are identified, feasible mitigation measures are recommended. The analysis also includes a level of impact after the implementation of mitigation measures.

The project analysis evaluates the construction of 2,178 residential dwelling units and 148,000 square feet of non-residential uses. The analysis also takes into account the various design features that are included within the Specific Plan. A detailed discussion of the design features is included in **Chapter 2.0, Project Description**.

The cumulative analysis was prepared in accordance with Section 15130 of the *State CEQA Guidelines* that requires an EIR to discuss cumulative impacts of a project when the incremental effects of a project are cumulatively considerable. Cumulative impacts are defined as an impact that is created as a result of the combination of the project evaluated in this PEIR together with other projects causing related impacts. Cumulatively considerable means that the incremental effects of an individual 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. According to Section 15130(b) of the *CEQA Guidelines*, elements considered necessary to provide an adequate discussion of cumulative impacts of a project include either:

(1) list of past, present, and probable future projects producing related or cumulative impacts; or

(2) a summary of projection contained in an adopted General Plan or related planning document which is designed to evaluate regional or area-wide conditions.

The cumulative analysis discussed in this PEIR is provided within each technical section in **Chapter 3.0**. The geographic context for the cumulative analysis is specified for each environmental issue addressed in each section. Unless otherwise identified in the environmental issue addressed in this Chapter, a summary of projections contained in the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities (RTP/SCS) was used to assess potential environmental effects. These forecasts provide the anticipated planned population, housing and employment growth in the region. **Table 3.0-1, Cumulative Growth Projections for the Compton Plan Area**, includes the forecast for Compton and neighboring communities.

Table 3.0-1
Cumulative Growth Projections for the Compton Plan Area

Jurisdiction	Population (Persons)	Households	Employment (jobs)
Compton	103,100	24,600	30,200
Lynwood	76,900	16,500	13,100
Paramount	57,500	14,500	23,000
Gardena	65,700	23,700	32,100

Source: SCAG Final Connect SoCal Demographics and Growth Forecast Technical Report, September 3, 2020
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579
Note: Forecast numbers are for 2045 while the horizon year of the Plan is 2040, these forecasts are used to define the cumulative context of the project and do not represent any one project in particular.

The cumulative analysis included an evaluation of the combined effect of the Plan along with future growth in accordance with the projections provided in **Table 3.0-1**. In addition, if the combined cumulative effect is significant then a discussion of the project's contribution to the significant cumulative effect is provided. If the project's contribution is determined to be less than cumulatively considerable then the project would have a less than significant cumulative impact. Although not required, the cumulative analysis also evaluated the project's contribution to a less than significant cumulative effect. This determination consistently found that the project's contribution to a less than significant cumulative effect would be less than cumulatively considerable.

The analysis in this Chapter also includes the recommendation of mitigation measures to be implemented by the Plan if potential environmental effects were identified as significant under the project-specific analysis or if the Plan's contribution to significant cumulative effects were determined to be cumulatively considerable under the cumulative analysis.

A discussion of the level of impact after the implementation of mitigation measures is provided in the Significance Determination. If a project-specific impact or a project's contribution to a cumulative impact did not require mitigation measures, then a statement of the level of impact (i.e., No impact or Less than significant impact) is provided.

Organization of Environmental Issue Area

Implementation of the Specific Plan will result in demolition, construction and operational activities. The potential environmental issues associated with each environmental analysis that is addressed in **Chapter 3.0** contain the following components.

Environmental Setting

This section identifies and describes the existing physical environmental conditions of the Specific Plan area and vicinity associated with each of the impact sections. According to Section 15125(a) of the *CEQA Guidelines*, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed project to provide the "baseline condition" against which project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the proposed program was published in September 2021, which is considered the baseline for the analysis contained in this PEIR.

Regulatory Framework

The Regulatory Framework provides an understanding of the regulatory environment that exists prior to the implementation of the project. The regulatory framework that was used in this PEIR included federal, state, regional, and local regulations and policies applicable to the Specific Plan area.

Impacts and Mitigation Measures

This section describes environmental changes to the existing physical conditions that may occur if the proposed project is implemented and evaluates these changes with respect to the significance criteria. This section also includes a project impact analysis and a cumulative impact analysis. Mitigation measures are identified, if determined feasible, for significant project impacts and cumulative impacts where the project's contribution was determined to be cumulatively considerable. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a significance determination after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

Significance Criteria

Significance criteria have been developed for each environmental resource in accordance with Appendix G of the *CEQA Guidelines*. The criteria are defined at the beginning of each impact analysis section. Impacts are categorized as follows:

- Significant: mitigation measures, if feasible, shall be recommended to reduce potential impacts;
- Less than Significant with Mitigation: mitigation measures are identified that will reduce impacts below the threshold of significance;
- Less than Significant: mitigation measures are not required under CEQA but may be recommended; or

- No Impact. mitigation measures are not required.

References

Sources relied upon for each environmental topic analyzed in this document are provided at the end of each section.

3.1 AESTHETICS

INTRODUCTION

This section describes the existing visual resources within the City, identifies the regulatory framework with respect to regulations that address visual resources, and evaluates the significance of the potential changes to visual resources that could result from implementation of the Specific Plan. In addition, to reduce impacts, mitigation measures are included when applicable.

3.1.1 ENVIRONMENTAL SETTING

3.1.1.1 Definition of Terms

To provide context for the analysis presented below, a discussion of general definitions is necessary. Terms to be discussed include "viewsheds" and "visual quality," both key factors in addressing impacts to aesthetics and views. The environmental setting also generally describes those resources that are regionally significant and lists the designated scenic highways, byways, and vista points.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area. The scenic quality component can best be described as the overall impression that an individual viewer retains after driving through, walking though, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public's concern for particular viewsheds. These terms and criteria are described in detail below.

Viewshed: A viewshed is a geographic area composed of land, water, biotic and/or cultural elements that may be seen from one or more viewpoints and has inherent scenic qualities and/or aesthetic value as determined by those who view it. The extent of a viewshed can be limited by a number of intervening elements, including trees and other vegetation, built structures, or topography such as hills and mountains.

Visual Quality: Visual quality refers to the character of the landscape, which generally gives visual value to a setting. It is useful to think of scenic resources in terms of "typical views" seen throughout an area, because scenic resources are rarely encountered in isolation. A typical view may include several types of scenic resources, including both natural and man-made elements. It is also 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 experienced by the collective public. These include views of significant landscape features, as seen from public viewing spaces, not privately-owned properties. CEQA (Public Resources Code § 21000 et seq.) case law has established that, in general, protection of public views is emphasized. For example, in Association for Protection etc. *Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720, 734, the court determined the following:

we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: "[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.

Therefore, for this analysis, only public views are considered in analyzing the visual impacts of the Specific Plan.

3.1.1.2 Regional and Local Setting

The City of Compton is an incorporated municipality located in the southern portion of the Los Angeles Basin between Downtown Los Angeles and the Ports of Los Angeles and Long Beach. The City is predominantly built-out, consisting of residential, commercial, public, industrial, and transportation uses. Much of the City is developed with residential uses consisting of single-family homes with a few medium-density residential developments dating from the early 20th century. Commercial businesses are concentrated along major arterial streets, such as Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue, or else within the large, regionally-oriented shopping centers such as Renaissance Plaza, or the Compton Towne Shopping Center. The City has two major industrial areas in the westernmost and southern portions of the City that consists of heavy manufacturing activities. The City is also characterized by the presence of transportation corridors alongside the residential and industrial districts.

Compton rapidly expanded in the early 20th century, prior to the establishment of design guidelines or strict zoning regulations. As discussed in the General Plan, many residential, commercial, and industrial areas are not cohesive in appearance. For instance, many industrial activities remain in areas designated as residential by the General Plan. Newer commercial developments often have parking in front, while older businesses typically are pedestrian-oriented along street frontages.

Additionally, many built structures show signs of aging.[1] The visual conditions noted in the General Plan almost thirty years ago have been confirmed by observations during site visits to the Plan Area and from aerial imagery.

Views and Scenic Resources

The City, including the Plan Area, is relatively flat. Elevation ranges from approximately 60-75 feet above mean sea level. The Plan Area is located approximately 12 miles east of the Pacific Ocean and thus views of the ocean are largely obstructed by existing structures and do not constitute scenic vistas. Additionally, the Plan Area is approximately 15 miles southeast of the nearest mountain range, the Santa Monica Mountains. The view of the Santa Monica Mountains is a distant, background view from the Plan Area. The nearest national forest is the Angeles National Forest, located approximately 25 miles northeast of the Plan Area. Additionally, the skyline of Downtown Los Angeles is approximately 10 miles from the Plan Area and does not constitute a scenic vista and is a distant, background view. There are no designated scenic views in the Plan Area, according to the City's General Plan.[2]

Scenic Highways

The California State Scenic Highway System is a list of scenic highways (mainly state highways) or scenic parkways which have been designated or proposed by the state of California. The scenic highway designation serves to protect California's scenic beauty as well as its scenic resources. There are no state-designated scenic highways (or proposed state scenic highways or parkways) within the Plan area.[3] The Arroyo Seco Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, and is located 10 miles north of the Plan area.

Therefore, there are no scenic resources within the vicinity of a scenic highway. Additionally, thereare no scenic resources identified in the Compton General Plan.

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1 City of Compton. General Plan: Vision 2010. 1991. Available online at : http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28th 2022.

2 Ibid.

3 Caltrans, California State Scenic Highways. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed February 15, 2022.

Visual Character

The concept of visual character is not explicitly defined in the *CEQA Guidelines*. In this aesthetics discussion, potential visual character impacts are assessed based on industry-accepted definitions of visual character. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the existing built, urban environment. Visual character is the existing features or elements that contribute to the valued image of a neighborhood, community, or localized area. Features that contribute to visual character may include, but are not limited to:

Height and mass of proposed buildings compared to existing development;

- Structures of architectural or historical significance, or visual prominence;
- Public plazas, art, or gardens;
- Landscaping and street trees; or
- Other features of recognized value to the aesthetic or visual character of an area.

The Plan area includes commercial corridors in close vicinity to residential neighborhoods and they each have a distinct visual character. Industrial/manufacturing land uses are generally concentrated in the eastern portion of the Plan area, following long established industrial freight corridors that run north and south along the Alameda Corridor.

Transportation Corridors

The City is bisected by the Alameda Rail Corridor. This 20-mile, heavy-rail corridor transports freight and cargo and connects the ports of Los Angeles and Long Beach to the national rail system near downtown Los Angeles. **Figure 3.1-1** and **Figure 3.1-2** depicts the views from the Rosecrans Avenue viaduct towards Downtown, Alameda Street, & Alameda East Greenway from Rosecrans Ave viaduct. The Metro A Line also passes through the City with two stations serving the residents of the area, including the Compton station and the Artesia station. The A Line is light rail route serving commuting passengers between downtown and Long Beach.

Several freeways pass through the City, including Interstate 710 (I-710), State Route 91 (Freeway 91), and State Route 47 (Freeway 47). Major commercial boulevards in Compton include Rosecrans Boulevard, Compton Boulevard Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue. These corridors are developed with one- to two-story buildings with parking areas in front. **Figure 3.1-2** shows the eastbound view of Compton Boulevard from just west of Willowbrook Ave. Civic Center and Commercial Core districts. **Figure 3.1-3** shows the westward view along Compton Boulevard.



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-1**

IMPACT SCIENCES

Alameda Rail Corridor from Rosecrans Avenue Viaduct

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-2**

IMPACT SCIENCES

Eastbound View of Compton Boulevard

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-3**

IMPACT SCIENCES

Westbound View of Compton Boulevard

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-4**

IMPACT SCIENCES

Renaissance Plaza

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-5**

IMPACT SCIENCES

View of Renaissance Plaza from the Metro Station

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-6**

IMPACT SCIENCES

Compton Towne Center

1335.001•02/22

Residential Districts

The City of Compton is mostly comprised of single-family, low-density residential areas (i.e., single story) located along residential collector streets between major boulevards. There are several medium- density multi-family residential areas (8.1-17.0 du/ac, up to three stories), mainly concentrated along the western side of Alameda Street and the Metro A Line. Few High-Density Residential developments (17.1 -34 du/ac, three stories or more) are found in Compton.

Civic Districts

There are several pockets of civic/institutional uses in the Plan area. The Compton Civic Center Plaza, located between West Compton Boulevard, South Willowbrook Avenue, West Myrrh Street, and South Acacia Avenue, contains the 10-story Compton Courthouse, the Civic Center, Compton City Hall, Compton Public Library, a U.S. Post Office, and the Compton Sheriff's Station. It was completed in 1977 based on a design by African-American architect Harold L. Williams and is surrounded by open space. The large ceremonial plaza contains a monument to Martin Luther King, Jr. are iconic in the City and hold great symbolic value. **Figure 3.1-7** and **3.1-8** show portions of the Civic Center.

Commercial/Industrial Districts

Commercial corridors in Compton are organized along major thoroughfares, including Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue. Older commercial buildings, such as those found along Compton Boulevard, are often built up to the front with sidewalks and are oriented to pedestrians. Such businesses often lack parking. Newer commercial developments exhibit an automobile-oriented suburban character, with one- or two-story buildings and parking lots placed in front of buildings.[4] Two regional shopping centers are located in the Plan area: ,Renaissance Plaza, located to the east of the Metro stop, and Compton Towne Shopping Center, located southeast of the Metro stop, are shopping malls consisting of regional-serving commercial retail, chain restaurants, surface parking lots, and an orientation towards automobiles. **Figures 3.1-4** and **3.1-5** depict views of Renaissance Plaza, and **Figure 3.1-6** depicts Compton Towne Shopping Center.

Compton's industrial districts are located in the southern, northern, and northwestern portions of the City. The Alameda Rail Corridor, located 0.6 miles northeast of the Metro stop, is also industrial in nature, transporting freight and cargo from the Ports of Los Angeles and Long Beach to the national rail distribution system. These areas consist of light and heavy manufacturing activities and often include

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4 City of Compton. General Plan: Vision 2010. 1991. Available online at : http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28th 2022.

large trucking and warehousing operations. The industrial buildings are mostly one to two stories in height with substantial surface parking surrounding the building. The industrial area has many large parking lots and wide streets to compensate substantial vehicular and trucking activity. **Figure 3.1-9** depict the view from the Rosecrans Avenue viaduct of industrial, mixed-use areas along Alameda Street and Rosecrans Avenue.



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-7**

IMPACT SCIENCES

Civic Center

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-8**

IMPACT SCIENCES

View of the rear of the Civic Center

1335.001•02/22



SOURCE: The Arroyo Group, 2022

FIGURE **3.1-9**

IMPACT SCIENCES

View of the industrial mixed use areas along Alameda Street from Rosecrans Avenue viaduct

1335.001•02/22

Visual Character of the Plan Area

As discussed above, the Metro A Line Compton Station is located north of Freeway 91, west of Alameda Street, south of Rosecrans Avenue and north of Compton Boulevard. The Plan Area encompasses the historic and current heart of Compton, half a mile in radius from the metro station in all directions.

Light and Glare

For purpose of this analysis, "light" refers to light emission, or the degree of brightness, generated by a given source. Artificial lighting may be generated from point sources (i.e., focused points of origin representing unshielded light sources) or from indirectly illuminated sources of reflected light. Light may be directed downward to illuminate an area or surface, cast upward into the sky and refracted by atmospheric conditions (skyglow), or cast sideways and outwards onto off-site properties (overspill). Skyglow and overspill are considered forms of light pollution.

The effects of nighttime lighting are contextual and depend upon the light source's intensity, its proximity to light-sensitive land uses (i.e., sensitive receptors such as residential units and schools), and the existing lighting environment in the vicinity of a project site. The primary sources of nighttime illumination include street lighting, security and other types of outdoor lighting on commercial and residential properties, surface-parking illumination, and illuminated commercial signage. Nighttime lighting can impact views, alter the nature of community, or neighborhood character, or illuminates a sensitive land use. Nighttime illumination of sensitive receptors also may adversely affect certain land use functions, such as those of a residential or institutional nature, since such uses are typically occupied during evening hours and can be disturbed by bright lights.

"Glare" or "unwanted source luminance" is defined as focused, intense light directly emanated by source or indirectly reflected by a surface from a source. Daytime glare typically is caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces generally are associated with buildings clad with broad expanses of highly polished surfaces or with broad, light- colored areas of paving, Daytime glare generally is most pronounced during early morning and late afternoon hours when the sun is at a low angle and potential exists for intense reflected light to interfere with vision and driving conditions. Daytime glare also may hinder outdoor activities conducted in surrounding land uses, such as sports.

The Plan Area is a built-out urban environment with industrial and commercial uses and high levels of existing light and glare. Primary sources of light are associated with vehicles traveling along roadways in the Plan area, trains traveling along the Metro A Line and Alameda Rail Corridor, street and parking area lighting, and existing commercial and industrial buildings, including building-mounted lighting. The

City is also bordered by the Freeway 105 to the north, and Freeway 710 to the east. Glare is generally a result of reflections off of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. Potential impacts from light and glare are directly related to the level of urbanization in the Plan Area and the design of individual projects.

3.1.2 REGULATORY FRAMEWORK

3.1.2.1 State

California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development
- Provide detailed land and site planning
- Prohibit off-site outdoor advertising and control of on-site outdoor advertising
- Pay careful attention to and control of earthmoving and landscaping
- Scrutinize the design and appearance of structures and equipment

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected

segment or corridor (Corridor Protection Program). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

California Code of Regulations Title 24 Part 6

The California Energy Code (Cal. Code Regs., tit. 24 § 6) creates standards in an effort to reduce energy consumption. The type of luminaries and the allowable wattage of certain outdoor lighting applications are regulated.

Senate Bill 743

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the CEQA when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.

"Transit priority area" means an area within one-half mile of a major transit stop that is existing or 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.

3.1.2.2 Local

City of Compton Urban Design Element

The City of Compton's General Plan was adopted in 1991 and includes goals, policies, and standards for aesthetics in the City as set forth in the Urban Design Element.

The General Plan's Urban Design Element sets forth a broad policy and planning framework to guide ongoing development and revitalization efforts in the City. The Urban Design Element describes the existing character and conditions of the City regarding historic development patterns, public art,

streetscape, and public infrastructure; this context provides the foundation for the Urban Design Element goals and policies.

The City's Urban Design Element states the following relevant goals and policies:

Goal 1.0: Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.

Policy 1.1: Prepare a comprehensive urban design plan for Compton. At a minimum, the plan will include the following elements:

- A detailed street tree program which establishes tree themes for major roadways and residential streets
- A series of detailed entry treatments for major roadways entering the city
- Street median treatment for major arterials.
- Design and landscaping guidelines for key commercial and industrial business centers.
- Sign programs for major arterial streets.

Policy 1.2: Vigorously implement the design provisions of the Compton Redevelopment Plan, other redevelopment project areas, and associated land use regulators.

Policy 1.3: Revise zoning ordinance provisions related to on-premises and off-premises signs to better regulate the number, placemen! size, and type of signage permitted. The regulations should encourage low-profile non-intrusive signs.

Policy 1.4: Establish new zoning regulations for residential districts which encourage new projects to incorporate quality architectural design, increased open space, special landscape treatment, and similar amenities and design features.

Policy 1.5: Revise the zoning regulations to require increased landscaping for all new development projects. Emphasize street frontage landscaping as an important design element.

Policy 1.6: Work with the railroad to screen railroad rights-of-way from residential neighborhoods with a combination of decorative sound walls and complementary landscaping.

Policy 1.7: Establish pedestrian-friendly commercial districts by requiring, where appropriate, new commercial developments to build along street frontages, placing surface parking lots behind the buildings.

Policy 1.8: Require commercial and industrial loading areas to be screened from street view and adjacent noncommercial and industrial uses.

Policy 1.9: Improve and upgrade freeway landscaping and sound walls.

Policy 1.10: Work with the Southern California Rapid Transit District to improve landscaping and buffering along the Blue Line corridor.

Goal 2.0: Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.

Policy 2.2: Continue to implement existing redevelopment plans and adopt new plans as necessary to facilitate revitalization.

Compton Municipal Code

Chapter 30 of the Compton Municipal Code (CMC), also known as the Zoning Law of the City of Compton, implements the land use policies of the General Plan. The Zoning Law includes specific development standards and land use requirements, including those that relate to visual quality, such as building height, lot coverage, setbacks, accessory structures, signage, lighting, and access. Such features are identified as applicable for each zone.

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; additions or rehabilitations of commercial, industrial, institutional, and single/multi-family residential projects; single-family subdivisions; and all projects referred by the City Planning Commission. The Architectural Review Board is chaired by the Planning Division of the Community Development Department.

3.1.3 IMPACTS AND MITIGATION MEASURES

3.1.3.1 Methodology

This impact discussion evaluates impacts from inside and outside the Plan area where the visual resources identified in the existing setting may be affected by the Plan. This impact section analyzes impacts from anticipated development of the Plan. TPAs are defined as areas within a half mile of a major transit stop. Under SB 743, residential, mixed-use, and employment center projects in a TPA are exempt from aesthetic impacts analysis. Such individual projects are typical of the types of development that is reasonably foreseeable the Plan area would be residential, mixed use, or an employment center and would, therefore, as a matter of law, not have aesthetic impacts under CEQA.

As discussed previously, under SB 743, residential, mixed-use, and employment center projects in a TPA are exempt from aesthetic impacts analysis. Most development that is reasonably foreseeable in Plan area would be residential or mixed use and would, therefore, as a matter of law, not have aesthetic impacts under CEQA. Notwithstanding, the relevant language of SB 743, codified at PRC Section 21099(d) does not expressly apply to planning projects and therefore as a conservative measure, this EIR will consider aesthetic impacts from the implementation of the Plan.

The visual impacts of a project include both the objective visual resource change created by the project and the subjective viewer response to that change. Distance from the project, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The physical limits and changes of the views and the quantity of viewers are objective. Viewer perception is subjective.

The perception of different viewer groups to the visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in heavy traffic can distract an observer from many aspects of the visual environment. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thus increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who own property in an area are more sensitive to change than those just passing through.

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. The significance determination for the aesthetics analysis is based on consideration of whether any resource exist within or near the Plan area; and if a resource exists, (1) whether it can be viewed from public areas within or near the Plan areas and (2) the potential for implementation of the

Plan to either hinder views of the resource or result in its visual degradation. Should resources not currently exist, implementation of the proposed Plan would not result in impacts.

3.1.3.2 Thresholds of Significance

The following thresholds for determining the significance of impacts related to visual resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Specific Plan could result in significant adverse impacts to visual resources, if any of the following could occur:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.1.4 ENVIRONMENTAL IMPACTS

Impact AES-1 Have a substantial adverse effect on a scenic vista.

No Impact.

Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. The Specific Plan is located in the southern portions of the Los Angeles metropolitan area; therefore, views of the Santa Monica Mountains, which are 15 miles away, would be distant, background views.

The proposed Plan would result in redevelopment and infill development within the existing developed urban environment. The views along road corridors would continue to be of a developed and urban landscape. Due to the lack of topography, scenic vistas would not be generated by the project, and as described above, no identified or designated scenic views or vistas exist. As a result, implementation of the proposed Plan would have no impacts in relation to a scenic vista.

Mitigation Measures

No mitigation is required.

Impact AES-2 **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

No Impact.

The Plan area is not within or visible from any existing designated (or eligible) scenic highways. The nearest highway is Interstate 110 between mile post 25.7 and 31.9 in Los Angeles, approximately three miles west of the Plan area. Due to the lack of a designated (or eligible) scenic highway, implementation of the Plan would not result in impacts to a scenic resource within a state scenic highway

Mitigation Measures

No mitigation is required.

Impact AES-3 **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.**

Less Than Significant Impact.

Implementation of the proposed Specific Plan would involve new high-density residential uses, adding up to 2,178 residential units including 1,517 market-rate and 661 affordable units, increasing residential density in the Plan Area.

Implementation of the Specific Plan would also increase the intensity of commercial land uses, with up to 148,000 square feet of nonresidential uses including 150 hotel rooms.

Change in visual character would occur with implementation of the Specific Plan, which would result in (1) infill and compact development including additional housing opportunities, (2) the creation of an efficient mobility network that includes a range of travel modes, and (3) pedestrian-oriented development. The specific plan area is primarily developed with urban uses including single- and multifamily residential, commercial, and civic uses. The Specific Plan provides direction and design guidelines for future projects in each of the eight districts (see Specific Plan Chapter 2 – Urban Design

Framework), as well as addressing traffic, bicycle, and pedestrian improvements, streetscape enhancements, (see Specific Plan Chapter 5 – Mobility and Parking), sustainability, and architectural character (see Specific Plan Chapter 4 – Design Guidelines)

Construction. Buildout of the specific plan area is anticipated to occur over a 20-year period (2022 to 2040). During that time, construction activities associated with future projects would result in short-term visual impacts including the presence of equipment and material storage, as well as grading and earthmoving activities. In a visual sense, construction impacts from future projects could be obtrusive or out of character with the surrounding landscape. The visual impacts would be created by mobile construction equipment including construction trucks that enter and exit the project site, unfinished building pads, and unfinished structures without the final building materials, colors, and landscaping. Construction contractors would be responsible for screening the project sites from view with temporary fencing or other means, to reduce visual intrusion on the neighborhood. While the construction truck trips would result in a change in the visual character surrounding the neighborhood, these activities would be temporary and end once the construction activities are complete. Although this impact could be adverse, it would be short-term, and thus impacts would be less than significant.

Operation. The Plan Area is located entirely within an urban area. The Specific Plan provides design guidelines, development standards, and Specific Plan goals and policies, that would serve to as a roadmap for future development creating a vision for the scenic quality of the entire plan area. Thus, Specific Plan implementation would complement the Plan Area and would enhance the scenicquality of the Plan Area and surrounding vicinity.

The Specific Plan's vision for Downtown Compton is to build a better downtown and transform it into a destination that residents can enjoy. The Specific Plan zones include Downtown Transition, Residential Urban, Neighborhood Corridor, and Manufacturing Flex. This vision is guided by following principles:

- Increase the density of development in Downtown to enable new investment, provide more customers for businesses, and create an active and vibrant center of the City
- Prioritize access to and convenience of public transit, pedestrian and bicycling access to accommodate growth in the most sustainable fashion possible
- Neighborhood Corridor: Activate the public realm, and create new open spaces on privately-owned land in order to enable secure and well-maintained urban environments that are open to the entire community

- Create spaces for different kinds of activities and events, including cultural events and large gatherings

- Develop a framework for unique expressions of Compton's culture, history and creativity

The Specific Plan Area will consist of eight unique planning districts (Civic Center, Commercial Core, Historic Core, Social Service and Institutional Area, Alameda East Greenway Corridor, Rosecrans Center, Neighborhood Corridors and Residential Areas) linked to each other and to Metro through the Compton Walk.

Implementation of the Specific Plan would change the existing Plan Area's visual quality by encouraging mixed-use development and providing public benefit projects for the community. The Specific Plan includes design guidelines (See Chapter 4 – Design Guidelines) to ensure development reflects the abovementioned principles. The design guidelines will apply to all multi-family residential, commercial, and mixed-use construction developments within the Plan area. The design guidelines include the following topics: building siting and orientation, building modulation and articulation; architectural theme, materials, finishes, color, on-site circulation, parking facility design, façade enhancements and activities, residential open space and amenities, residential privacy, green roofs and active roofs, walls and fences, exterior lighting, and outdoor service, storage, and loading areas. These guidelines will facilitate a cohesive design of the Plan area.

The design guidelines focus on ensuring that any new development is designed to facilitate pedestrian activity and is visually harmonious with the streetscape. For example, heights of taller buildings should transition downwards towards lower buildings, materials should be contextual, pedestrian paths should be well-lit and have high visibility, and parking facilities should be located in the rear of buildings and have safe pedestrian access points. Fencing and walls should be kept as low as possible and should complement the surrounding architecture. Additionally, outdoor storage and service areas should not be visible from public view and should be fully concealed or screened.

The maximum height permitted by the Specific Plan is ten stories. While the Specific Plan will allow greater heights and density than what currently exists in Downtown Compton, future development will not be out of context with the existing neighborhood. The Compton Courthouse is twelve stories, and the proposed development located at 501-601 Compton Boulevard will rise to seven-stories.

The Specific Plan will facilitate new development that will replace parking lots and aging buildings and infrastructure. Additionally, new infrastructure would be replaced incrementally as new

projects are introduced and improve the condition of sidewalks, roads, landscaping, lighting, and the built environment overall. New complete streets and multi- modal linkages would add pedestrian activity, bicyclists, and activity to an area that is predominantly oriented to the automobile. The Specific Plan would enable these improvements as part of a greater redevelopment plan for the area. In addition, it would improve the overall visual character by removing aging infrastructure and neighborhood deterioration of the Plan Area.

Upon adoption of the Specific Plan by the City Planning Commission and City Council, future development projects facilitated by the Specific Plan would be required to comply with the development standards and design guidelines included the Specific Plan, as well as the City's Zoning Code and the City's General Plan's Urban Design Element. The City's permitting and approval process would ensure compliance. The process would also ensure projects would be reviewed by the City's Architectural Review Board, Building and Safety Department, and/or Planning Division of the Community Development Department, as applicable. As such, adoption of the Specific Plan would enable the project to be in compliance with applicable zoning and regulations governing scenic quality. Therefore, potential impacts associated with scenic quality would be less than significant.

Mitigation Measures

No mitigation is required.

Impact AES-4 **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.**

Less Than Significant Impact.

Future development proposed in the Plan Area would increase the plan area's overall development intensity. New sources of light would be introduced as development is proposed over the 20-year planning period. 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. New development would also produce glare from sunlight reflecting off the windows of buildings. The number of motor vehicles in the Plan Area would likely increase along with the increase in residential and commercial development. As a result, light and glare would increase from reflections of vehicle windows or vehicle headlights shining at night. However, these new light sources would not substantially increase the amount of nighttime lighting or glare, since the Plan Area is already an urban built-up environment and increase in light sources would be incremental and less than significant. The Specific Plan contains provisions to reduce the impact of new sources of light. New lighting (site, parking lot, and building security lighting) should preclude

direct glare on onto neighboring properties or skyward. Lighting fixtures will be shielded to confine light spread. In mixed-use projects, all lighting should be adequately shielded from adversely impacting residential sections and lighting on walkways and driveways should be one foot candle minimum. Furthermore, Chapter 30-19.5 of the CMC contains lighting standards for new development. Future projects developed in the Plan Area would be reviewed for site-specific consistency with the lighting standards. Therefore, impacts associated with light and glare would be less than significant.

Mitigation Measures

No mitigation is required.

3.1.5 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Specific Plan is the viewshed (locations that can view the Specific Plan areas and locations that can be viewed from within the Specific Plan area) that the Specific Plan lies within. As described above, there are no existing scenic vistas within or nearby the Specific Plan area. Thus, a scenic vista resource does not exist, and cumulative development in the project vicinity would result in no impact on a scenic vista or scenic highway.

Although the City is largely built out with few remaining areas of undeveloped open space, cumulative development would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth. Future development in the City has the potential to alter the visual quality and character of the surrounding community through useof new architectural styles and designs as well as increased building heights. However, future projects outside of the Plan area, would be required to adhere to specific development standards in the City's zoning ordinance and General Plan designed to enhance the visual appeal of development and public viewsin the City. In addition, as discussed under **Impact AES-3**, the Plan would not have a significant negative impact on the visual quality of the Plan Area or its surroundings and therefore would not contribute to cumulative aesthetic impacts. As a result, potential impacts related to aesthetics would not be cumulatively considerable and would be less than significant.

Development under the proposed Specific Plan would increase light and glare in the Plan Area. However, increased light and glare would not extend to reach existing single-family residences to the north or other sensitive uses around the Plan Area. Furthermore, future growth would berequired to comply with the lighting standards under Chapter 30-19.5 of the CMC. Therefore, potential impacts associated with light and glare as a result of development under the Specific Plan would not be cumulatively considerable and would be less than significant.

3.1.6 REFERENCES

Caltrans, California State Scenic Highways. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed February 15, 2022.

City of Compton. General Plan: Vision 2010. 1991. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28th 2022.

3.2 AIR QUALITY

INTRODUCTION

This section describes the ambient air quality of the local and regional area and provides a comparison of existing air quality to applicable state and federal pollutant standards. In addition, sources of air emissions in the vicinity of the project site are identified and discussed. This section also identifies the plans and policies developed in efforts to improve air quality. Finally, this section evaluates potential air quality impacts associated with construction and operation of the Specific Plan and identifies mitigation measures to reduce those potential impacts. Sources utilized in this discussion include the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) and air quality data from the California Air Resources Board (CARB). Air emission calculations estimated for the Specific Plan are contained within ***Appendix 3.2*** *of this Environmental Impact Report (EIR).*

3.2.1 ENVIRONMENTAL SETTING

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The City of Compton is located within the South Coast Air Basin (SCAB), which incorporates approximately 12,000 square miles consisting of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeters.

3.2.1.1 Climate and Meteorology

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. It is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. This usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. The annual average temperature varies little throughout the SCAB region, ranging from the low 60s to the high 80s, measures in degrees Fahrenheit (F°). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climate feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentration of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Los Angeles.

3.2.1.2 Regional Setting

Regional Ambient Air Quality

Air emissions are generated by a variety of sources in Los Angeles County. Motor vehicles traveling along local roadways are a major source. Agricultural activities such as diesel- and gasoline-powered equipment (e.g., tractors, trucks) and pesticide spraying also emit air pollutants. Commercial and residential land uses in proximity to the site also emit air pollutants in the form of household products and cleaners.

The determination of whether a region's air quality is healthful or unhealthful is made by comparing contaminant levels in ambient air samples to national and state standards. California and the federal government have established health-based air quality standards for the following criteria air pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, and Pb. These standards were established to protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards, and in the case of PM10 and SO_2, much more stringent. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The state and national ambient air quality standards for each of the monitored pollutants and their effects on health are summarized in **Table 3.2-1, Ambient Air Quality Standards**.

Table 3.2-1
Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Ozone (O_3)	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as primary	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage
	1-hour	0.09 ppm (180 µg/m^3)	--[5]	--	

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	--	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	--	
Nitrogen Dioxide (NO_2)	Annual	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as primary	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration
	1-hour	0.18 ppm (339 µg/m^3)	0.100 ppm[6] (188 µg/m^3)	--	
Sulfur Dioxide (SO_2)	Annual	--	0.030 ppm (80 µg/m^3)[7]	-	Bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
	24- hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3) [7]	-	
	3-hour	-	-	0.5 ppm (1,300 µg/m^3)	
	1-hour	0.25 ppm (655 µg/m^3)	0.075 ppm[7] (196 µg/m^3)	--	
Respirable Particulate Matter (PM10)	Annual	20 µg/m^3	--	--	a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
	24-hour	50 µg/m^3	150 µg/m^3	Same as primary	
Fine Particulate Matter ($PM_{2.5}$)	24-hour	No separate state standard	35 µg/m^3	--	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
	Annual	12 µg/m^3	12 µg/m^3	--	

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Lead	Calendar Quarter	--	1.5 µg/m^3	Same as primary	(a) Increased body burden; and (b) Impairment of blood formation and nerve conduction
	30-day Average	1.5 µg/m3	--	--	

Source: CARB, Ambient Air Quality Standards, (https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm)
ppm = parts per million by volume; µg/m^3 = microgram per cubic meter; mg/m^3 = milligrams per cubic meter.

1 *Standards, other than for ozone and those based on annual averages, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.*

2 *Concentrations are expressed first in units in which they were promulgated. Equivalent units given in parenthesis.*

3 *Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the U.S. Environmental Protection Agency (US EPA).*

4 *Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.*

5 *The national 1-hour ozone standard was revoked by US EPA on June 15, 2005. A new 8-hour standard was established in May 2008.*

6 *The form of the 1-hour NO_2 standard is the 3-year average of the 98th percentile of the daily maximum 1-hour average concentration.*

7 *On June 2, 2010 the US EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of the 1-hour daily maximum. The US EPA also revoked both the existing 24-hour and annual average SO_2 standards.*

Air quality of a region is considered to be in attainment of state standards if the measured ambient air pollutant levels for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM10, PM2.5 and visibility-reducing particles do not exceed the standards, and all other standards are not equaled or exceeded at any time in any consecutive three-year period.

3.2.1.3 Local Ambient Setting

Local Ambient Air Quality

The SCAQMD jurisdiction is divided geographically into source receptor areas (SRAs), which utilize information from monitoring stations to measure and record concentrations of regulated pollutants that provide representative air quality conditions in the region. The 38 SRAs are divided based on proximity to air monitoring stations and local meteorological patterns. The Specific Plan is situated entirely within SRA 12 – South Central LA County.

To identify ambient concentrations of the criteria pollutants, the SCAQMD operates air quality monitoring stations throughout the SCAB. Within Los Angeles County, these stations are located in Lancaster, Santa Clarita, Reseda, West Los Angeles, Downtown Los Angeles, Pasadena, Long Beach, Compton, Pico Rivera, Azusa, Glendora, and Pomona. The monitoring station located closest to the Specific Plan Area and most representative of air quality within area is the Compton Station (700 North Bullis Road). The station monitors O_3,, NO_2, and PM2.5.

A summary of the monitored values for O_3, NO_2, and PM2.5 for the three most recent years for which data is available is presented in **Table 3.2-2, Ambient Air Quality**.

Table 3.2-2
Compton - 700 North Bullis Road Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2018	2019	2020
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.075	0.100	0.152
Maximum 8-hour concentration monitored (ppm)		0.063	0.079	0.122
Number of days exceeding state 1-hour standard	0.09 ppm	0	1	4
Number of days exceeding federal/state 8-hour standard	0.070 ppm	0	1	3
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.068	0.070	0.072
Annual average concentration monitored (ppm)		0.015	0.014	0.015
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
FINE PARTICULATE MATTER (PM2.5)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		49.4	39.5	43.2
Annual average concentration monitored ($\mu g/m^3$)		13.2	10.9	13.6
Number of samples exceeding federal standard	35 $\mu g/m^3$	2	1	7

Source: California Air Resources Board, "Air Quality Data Statistics," http://www.arb.ca.gov/adam/. 2020.
SCAQMD. Air Quality South Coast Air Quality Management District, http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/2019-air-quality-data-tables.pdf?sfvrsn=8. 2020.
NA = not available
[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*
[2] *The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.*

3.2.1.3 Specific Plan Area Setting

Existing Conditions

The Specific Plan Area encompasses approximately 575.5 acres within a radius of approximately one-half mile around the Metro A Line Compton Station. The Plan Area, located in the center of the City, encompasses the historic and current heart of Compton. The Plan Area includes a wide range of land uses including commercial, hotel, office, residential, industrial, institutional, and open space. Air quality emissions generated by the existing land uses in the Plan Area are primarily comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. Existing Plan Area air quality emissions were calculated using CalEEMod and are presented below in **Table 3.2-3, Existing Specific Plan Area Operational Emissions**.

Table 3.2-3
Existing Specific Plan Area Operational Emissions

	Emissions in Pounds per Day					
Emissions Source	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
Area Source	142.26	3.40	294.81	0.02	1.63	1.63
Energy Source	3.53	30.61	16.25	0.19	2.44	2.44
Mobile Source	346.16	396.99	3,343.40	6.96	687.21	186.92
Emissions Totals	**491.95**	**431.00**	**3,654.46**	**7.17**	**691.28**	**190.99**

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*
Notes: Totals in table may not add exactly due to CalEEMod rounding. Emissions presented are the highest of the winter and summer modeled emissions.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.[1]

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs.[2] As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Based on a review of the range of existing land uses in the Plan Area vicinity, residences, schools, recreation areas, and hospitals/medical facilities have been identified as air quality sensitive receptors.

1 California Air Resources Board. *Sensitive Receptor Assessment*. Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment.

2 Office of Environmental Health Hazard Assessment and The American Lung Association of California. *Air Pollution and Children's Health*. Available online at: https://oehha.ca.gov/media/downloads/faqs/kidsair4-02.pdf.

3.2.2 REGULATORY FRAMEWORK

Air quality within the SCAB is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy making, education, and other programs. The agencies primarily responsible for improving the air quality within the SCAB include the U.S. Environmental Protection Agency (U.S. EPA), CARB, Southern California Association of Governments (SCAG), SCAQMD, and the City of Compton.

3.2.2.1 Federal Regulations

U.S. Environmental Protection Agency

The U.S. EPA is responsible for enforcing the federal Clean Air Act (CAA) and the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for seven criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb). The prescribed levels are considered to be the maximum levels of ambient (background) air pollutants determined to be safe (with an adequate margin of safety) for the public health and welfare.

The 1990 CAA Amendments were enacted to better protect the public's health and create more efficient methods of lowering pollutant emissions. The major areas of improvement addressed in the amendments include air basin designations, automobile/heavy-duty engine emissions, and toxic air pollutants. The U.S. EPA designates air basins as being in attainment or nonattainment for each of the seven criteria pollutants. Nonattainment air basins are ranked (marginal, moderate, serious, severe, or extreme) according to the degree of nonattainment. An air basin in nonattainment is then required to submit a State Implementation Plan (SIP) that describes how the state will achieve federal standards by specified dates. The Los Angeles County portion of the SIP consists of the *South Coast Air Quality Management Plan* (discussed later in this EIR section) and is governed by the South Coast Air Quality Management District. The extent of a given SIP depends on the severity of the air quality condition within the state or specific air basin. The status of the SCAB with respect to attainment with the NAAQS is summarized in **Table 3.2-4, National Ambient Air Quality Standards and Status – South Coast Air Basin**.

Table 3.2-4
National Ambient Air Quality Standards and Status
South Coast Air Basin

Pollutant	Designation/Classification
Ozone (O_3)	Nonattainment
Carbon Monoxide (CO)	Attainment
Nitrogen Dioxide (NO_2)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Respirable Particulate Matter (PM10)	Attainment
Fine Particulate Matter (PM2.5)	Non-Attainment
Lead (Pb)	Non-Attainment (Partial)[1]

Source: SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for the SCAB.
[1] The Los Angeles County portion of the SCAB is designated as a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007-2009 data. However, all stations in the SCAB, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2015 period. The SCAQMD will request that the U.S. EPA re-designated the Los Angeles County portion of the SCAB as attainment for lead.

In response to rapid population growth and the associated rise in motor vehicle operations, the 1990 CAA Amendments addressed tailpipe emissions from automobiles, heavy-duty engines, and diesel fuel engines. The amendments established more stringent standards for hydrocarbons, nitrogen oxides (NO_X), and CO emissions in order to reduce the ozone and carbon monoxide levels in heavily populated areas. Under the 1990 Amendments, new fuels were required to be less volatile, contain less sulfur (particular to diesel fuels), and have higher levels of oxygenates (oxygen-containing substances to improve fuel combustion). The U.S. EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and sources that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. Due to the lack of a substantial reduction in toxic emissions under the 1977 CAA, the 1990 CAA Amendments listed 189 hazardous air pollutants (HAPs), which are carcinogenic, mutagenic, and/or reproductive toxicants, to be reduced. This program (the 1990 CAA Amendments) involves locating all major (greater than 10 tons/year) and area emission sources and implementing Maximum Achievable Control Technology (MACT) to reduce HAP emissions and their associated health impacts.

3.2.2.2 State Regulations

California Air Resources Board

The CARB, a branch of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act (CCAA), responding to federal CAA requirements, and regulating emissions from motor vehicles and consumer products within the state. In addition, CARB also sets health-based air quality standards and control measures for toxic air contaminants (TACs). However, CARB's research primarily focuses on automobile emissions, as they are the largest contributor to air pollution in California. Under the 2013 Clean Air Act Waiver, CARB established new standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions. However, in September 2019, the Trump Administration announced the One National Program Rule on Federal Preemption of State Fuel Economy Standards, which revoked the 2013 Clean Air Act Waiver and asserted that only the federal government may set fuel economy standards.[3]

The CCAA established a legal mandate for air basins to achieve the California ambient air quality standards by the earliest practicable date. These standards apply to the same seven criteria pollutants as the federal CAA and also include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. State standards are more stringent than the federal standards, and in the case of PM10 and SO_2, far more stringent.

CARB supervises and supports the regulatory activities of local air quality districts and monitors ambient air quality itself. *Health and Safety Code* Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designation criteria provide the basis for CARB to designate areas of the state as "attainment," "nonattainment," or "unclassified" according to state standards. In addition, *Health and Safety Code* Section 39608 requires CARB to use the designation criteria to classify areas of California and to annually review those area designations. CARB makes area designations for 10 criteria pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, sulfates, lead, hydrogen sulfide, and visibility-reducing particles. The status of the SCCAB with respect to attainment under the CAAQS is summarized in **Table 3.2-5, California Ambient Air Quality Standards and Status – South Coast Air Basin**.

3 U.S. EPA. 2019. *Trump Administration Announces One National Program Rule on Federal Preemption of State Fuel Economy Standards*. Available online at: https://www.epa.gov/newsreleases/trump-administration-announces-one-national-program-rule-federal-preemption-state-fuel, accessed November 12, 2019.

Table 3.2-5
California Ambient Air Quality Standards and Status
South Coast Air Basin

Pollutant	Designation/Classification
Ozone (O_3)	Nonattainment
Carbon Monoxide (CO)	Attainment
Nitrogen Dioxide (NO_2)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Respirable Particulate Matter (PM10)	Nonattainment
Fine Particulate Matter (PM2.5)	Nonattainment
Lead (Pb)[1]	Attainment
Sulfates (SO_4)	Attainment

Source: SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for the SCAB.

[2] *CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined.*

3.2.2.3 Local Regulations

Local governments, such as the City of Compton, have the authority and responsibility to reduce air pollution through their police power and land use decision-making authority. Specifically, local governments are responsible for the mitigation of emissions resulting from land use decisions and for the implementation of transportation control measures as outlined in the Air Quality Management Plan (AQMP). The AQMP assigns local governments certain responsibilities to assist the SCAQMD in meeting air quality goals and policies. In general, a first step toward implementation of a local government's responsibility is accomplished by identifying air quality goals, policies, and implementation measures in its general plan. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with California Environmental Quality Act (CEQA) requirements and the CEQA review process, local governments assess air quality impacts, require mitigation of potential air quality impacts by conditioning discretionary permits, and monitor and enforce implementation of such mitigation.

South Coast Air Quality Management District

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the

SCAB region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 402 (Nuisance) –** This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust) –** This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

  - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-uses of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

South Coast Air Quality Management Plan

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the SCAB is in non-attainment under the NAAQS. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015.

The AQMP addresses several State and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the AQMP. While SCAG adopted the updated 2020-2045 RTP/SCS in September 2020, it has not been incorporated into an adopted air quality plan. The AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in mobile sources. The AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The AQMP also demonstrates strategies for attainment of the new federal 8-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent U.S. EPA requirements.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for the six Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As a regional planning agency, SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews projects to analyze their impacts on SCAG's regional planning efforts.

Although SCAG is not an air quality management agency, it is responsible for several air quality planning issues. Specifically, as the designated Metropolitan Planning Organization (MPO) for the Southern California region, it is responsible for providing current population, employment, travel, and congestion projections for regional air quality planning efforts and for determining conformity with the applicable air quality management plan, pursuant to Section 176(c) of the 1990 CAA Amendments. It is required to quantify and document the demographic and employment factors influencing expected transportation demand, including land use forecasts. Pursuant to *California Health and Safety Code* Section 40460 (b), SCAG is also responsible for preparing and approving portions of the basin's air quality management plans relating to demographic projections, and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. Though the most recent population, housing, and transportation measures and strategies are contained in the *Connect SoCal Plan* the current air quality management plan was based on the SCAG growth forecasting.

City of Compton General Plan

The following goals and policies of the *City of Compton General Plan* are applicable to the Specific Plan.

Air Quality Element Goal 1. Reduce automobile use.

Policy 1.1. The City of Compton will implement programs that reduce automobile use by City employees.

Policy 1.2. The City of Compton will implement programs that reduce automobile use by City residents.

Policy 1.3. The City of Compton will ensure that new large-scale developments incorporate features that facilitate alternative forms of transportation.

Policy 1.4. The City of Compton will increase ridership on the local transit system making it more user-friendly by providing safe, attractive place to wait that include route maps.

Air Quality Element Goal 2. Reduce peak-hour roadway congestion.

Policy 2.1. The City of Compton will encourage truck operations to divert peak hour travel, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.

Policy 2.2. The City of Compton will encourage local facilities to receive truck deliveries in off-peak hours.

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

Policy 3.1. The City of Compton will support economic development policies which promote opportunities for business attraction within the City.

Policy 3.2. The City of Compton will support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.

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

Policy 4.1. The City of Compton will support the use of energy-efficient equipment and design in City facilities and infrastructure.

Policy 4.2. The City of Compton will encourage incorporation of energy features, including passive solar, in the construction and rehabilitation of new and existing structures.

Policy 4.3. The City of Compton will support recycling program which reduce emissions associated with manufacturing and waste disposal.

Policy 4.4. The City of Compton will encourage the use of lower-emission alternate fuels in city-owned vehicles.

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

Policy 5.1. The City of Compton will support the use of low polluting construction materials and coatings.

Policy 5.2. The City of Compton will provide, to the maximum extent feasible, for the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.

Policy 5.3. The City of Compton will encourage the design of new commercial developments to emphasize access to walking, bicycling, and public transportation.

Policy 5.4. The City of Compton will standardize air quality review procedures for all new developments.

Policy 5.5. The City of Compton will reduce the exposure of sensitive receptors to dust and odors to the extent feasible.

Air Quality Element Goal 6. Maximize the effectiveness of air quality control programs through coordination with other governmental units.

Policy 6.1. The City of Compton will participate in the SCAQMD development process on regulations that impact the City of Compton to ensure that city concerns are resolved early in the process.

Policy 6.2. The City of Compton will participate in regional air quality plan development to ensure that issues affecting Compton are considered when developing local government measures and that legislation improving regional air quality that does not adversely impact Compton, is supported.

Policy 6.3. The City of Compton will participate with neighboring cities in efforts to improve regional and sub-regional transit.

Policy 6.4. The City of Compton will require new local commercials and industrial establishments to demonstrate that SCAQMD permits have been obtained.

Health Goal 12. Provide for a reduction in localized air pollution and Greenhouse Gas emissions in the City of Compton to promote healthier lifestyles.

Health Policy 12.1. The City will partner with the SCAQMD to identify programs that will improve air quality, including reducing vehicle trips from automobiles and trucks to and through the city.

Health Policy 12.2. The City will develop a policy to utilize alternative fueled vehicles and zero emission vehicles in the City's vehicle fleet where practical to reduce vehicle emissions and reduce the City's carbon footprint.

Health Policy 12.3. The City will examine ways to reduce pollution from existing industrial businesses while maintaining economic development, including studying city-sponsored incentives that promote encourage "green" industrial development and the installation of manufacturing or other industrial equipment that reduces pollution.

Health Policy 12.4. The City will consider implementing a Clean Truck program similar to the Ports of Los Angeles and Long Beach that would encourage the use of low-emission and zero-emission trucks for goods movements through and into the City of Compton. This analysis should consider incentives that the City and other agencies can implement under the City's authority as a charter city.

Health Policy 12.5. The City will revise zoning regulations to avoid siting new sensitive land uses (such as residences, schools, daycare centers, playgrounds, or medical facilities) within 500 feet of a freeway, or urban roads with more than 100,000 vehicles/day.

Health Policy 12.6. The City will revise zoning regulations to avoid siting new sensitive land uses within 1,000 feet of distribution centers, rail yards, and chrome platers.

Health Policy 12.7. The City will consult with the California Air Resource Board or other air district prior to siting sensitive uses within 1,000 feet of distribution centers, rail yards, and chrome platers.

Health Policy 12.8. The City will create zoning regulations that buffer residential uses from air pollution from major travel corridors, including requirements to modify site designs to buffer residents from local air pollution hot spots and changes to building codes to reduce indoor air pollution.

3.2.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to air quality are based on the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts to air quality, if any of the following would occur:

- Conflict with or obstruct implementation of the applicable air quality plan,
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard
- Expose sensitive receptors to substantial pollutant concentrations, or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The *State CEQA Guidelines* (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. The potential air quality impacts of the proposed project are, therefore, evaluated according to thresholds developed by the SCAQMD, which are discussed below.

3.2.3.1 SCAQMD Thresholds

AQMP Consistency

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 SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in **Table 3.2-6, SCAQMD Regional Significance Thresholds**.

Table 3.2-6
SCAQMD Regional Significance Thresholds

Pollutant	Construction Thresholds (Pounds per day)	Operational Thresholds (Pounds per day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Respirable Particulates (PM10)	150	150
Fine Particulates (PM2.5)	55	55

Source: SCAQMD. 2019. South Coast AQMD Air Quality Significance Thresholds. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips. **Table 3.2-7, SCAQMD LSTs for Construction Emissions in SRA 12,** shows the LST's for each pollutant for SRA 12 - South Central LA County.

Table 3.2-7
SCAQMD LSTs for Construction Emissions in SRA 12

Pollutant	Localized Significance Thresholds		
	1 acre at 25 meters	2 acres at 25 meters	5 acres at 25 meters
Nitrogen Oxides (NO_x)	46 lbs/day	65 lbs/day	98 lbs/day
Carbon Monoxide (CO)	231 lbs/day	346 lbs/day	630 lbs/day
Respirable Particulates (PM10)	4 lbs/day	7 lbs/day	13 lbs/day
Fine Particulates (PM2.5)	3 lbs/day	4 lbs/day	7 lbs/day

Source: South Coast Air Quality Management District. 2009. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Looks-Up Tables. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal 1-hour standard of 35.0 parts per million (ppm) or the federal and State 8-hour standard of 9.0 ppm.

Toxic Air Contaminants

CARB's *Air Quality and Land Use Handbook* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). SCAQMD published similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). Together, the CARB and SCAQMD guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

Odors

According to the SCAQMD *CEQA Air Quality Handbook* (1993) land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding.

3.2.4 METHODOLOGY

Construction and operational criteria air pollutant emissions were calculated in the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 and were compared to the SCAQMD's significance thresholds. Air quality impacts resulting from implementation of the Specific Plan are analyzed at a programmatic level because information on specific development projects is not known for the Specific Plan as a whole. The SCAQMD *CEQA Air Quality Handbook* states that the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, the EIR evaluates broad air quality impacts and examines the Specific Plan's consistency with the 2016 AQMP. Consistency with the AQMP would ensure compliance with regional and local air quality goals.

The analysis also broadly examines temporary construction emissions, long-term operational emissions, localized pollutant concentrations, TACs, and odors. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by a land use, and on-site combustion of natural gas. Consistent with the requirements of CEQA, this analysis reflects a best-effort approach to disclose all reasonably foreseeable impacts based on currently available information. To this end, the analysis of construction impacts is based on estimated generalized construction scenarios, as described in further detail in Impact AQ-2 and AQ-3 below.

3.2.5 ENVIRONMENTAL IMPACTS

Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

Less Than Significant Impact.

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a 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.

Drafted by the SCAQMD, the 2016 AQMP[4] was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The plan's pollutant control strategies are based on SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). While SCAG adopted the updated 2020-2045 RTP/SCS in September 2020, it has not been incorporated into an applicable air quality plan.

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.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. As discussed herein (see **Impacts AQ-2 and AQ-3**), the Specific Plan would not result in construction air quality emissions that exceed the SCAQMD thresholds of significance. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Specific Plan will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Specific Plan must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, Specific Plan construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB. With respect to operations, (see **Impact AQ-2**), the Specific Plan would result in operational air quality emissions that exceed the SCAQMD thresholds of significance. However, it should be noted the thresholds of significance developed by the SCAQMD are not sensitive to property or project size, or the type of project. As this programmatic analysis projects future emissions under the 2040 horizon year buildout for the Specific Plan Area as whole, exceedance of the SCAQMD's project-level thresholds is anticipated. As discussed in more detail under consistency with the second criterion, projects, land uses, and activities that are consistent with

4 South Coast Air Quality Management District. 2016. Air Quality Management Plan. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf. The 2022 AQMP is currently in draft form and has yet to be adopted by the SCAQMD.

the applicable assumptions used in the development of the AQMP (i.e., the RTP/SCS) would not necessarily jeopardize attainment of the air quality levels identified in the AQMP even if they exceed the SCAQMD's recommended project-level thresholds. As such, although the Specific Plan would increase emissions, air quality emissions associated with horizon year buildout of the Specific Plan would not directly delay the attainment of criteria pollutants for which the SCAB region is in nonattainment. Thus, the Specific Plan would be consistent with first criterion.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. The Specific Plan would add approximately 2,178 housing units to the Plan Area. This growth, along with increases in commercial and office development, would be concentrated in the Downtown Core (DC) and Downtown Transition (DT) zones of the Specific Plan. As discussed in Section 3.10, Population and Housing, the Specific Plan would potentially add 9,236 residents to the City. This would account for an increase in approximately 9.4 percent of the total City population and would account for approximately 0.09 percent of the existing Los Angeles County population. Thus, in this regional context, the Specific Plan's growth projections would not be considered substantial and the objectives of the Specific Plan would help the State, SCAG region and City achieve its goals of increasing housing, and in particular, locating growth within transit-oriented districts. Please refer to Sections 3.10, Population and Housing, 3.8, Land Use Planning, and 3.12 Transportation, for a full discussion of the less-than-significant impacts associated with growth and regional planning under Specific Plan buildout. As detailed therein, the Specific Plan would not have the potential to conflict with regional growth projections identified in SCAG's RTP/SCS used in the formulation of the AQMP. Thus, the Specific Plan is also consistent with the second criterion. As the Specific Plan is consistent with Criterion Nos. 1 and 2, it would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Impact AQ-2 **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

Significant and Unavoidable Impact.

Regional Construction Emissions

Criteria pollutants include O_3, CO, NO_2, PM10, PM2.5, SO_2, and lead. As shown in **Tables 3.2-3** and **Table 3.2-4**, the SCAB is a non-attainment area for the federal standards for O_3 and PM2.5 and state standards for

O_3, PM10, and PM2.5. The Los Angeles County portion of the SCAB is also designated non-attainment for lead. Because the Specific Plan does not include any measurable sources of lead emissions, this pollutant is not discussed further in this analysis. Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the region is nonattainment, which are O_3, PM10, and PM2.5.

Construction activities associated with Specific Plan buildout include the following: demolition, grading, construction worker travel to and from the Plan Area, delivery and hauling of construction supplies and debris to and from the Plan Area, and fuel combustion by on-site construction equipment. These activities would generate emissions of ozone precursors (ROG and NO_x), CO, and dust (PM10, and PM2.5). Construction activity associated with reasonably anticipated development from the Specific Plan has the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from individual development sites within the Plan Area. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_X emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs, the other precursor emission to O_3. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

For purposes of this analysis, it is estimated that the Specific Plan buildout could be constructed in approximately 30 months.[5] While it is understood that implementation of the Specific Plan will occur with numerous individual projects being built through the horizon year of 2040 and that smaller individual construction projects may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential of the Specific Plan, resulting in a worst-case daily impact scenario. Please refer to Appendix 3.2 for more information related to the construction assumptions associated with Specific Plan buildout.

The analysis of regional daily construction emissions has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. Predicted maximum daily construction-generated emissions for the Specific Plan are summarized in **Table 3.2-8, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** These calculations assume that appropriate dust control measures would be implemented as part of the Specific Plan during each phase of development, as specified by

5 Buildout of the Specific Plan does not assume full buildout to zoning capacity, but rather to the anticipated development identified in the Project Description.

SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit project sites; and maintaining effective cover over exposed areas. In addition, these calculations assume construction activities would be consistent with SCAQMD Rule 1113 (Architectural Coatings), which regulates the amount of VOC per liter of coating. As shown in **Table 3.2-8**, the peak daily emissions generated during the construction of the Specific Plan would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, Specific Plan construction would not result in a cumulatively considerable net increase of any criteria air pollutant for which the region is in nonattainment.

Table 3.2-8
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Emissions	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum (Any Year)	64.61	47.17	97.96	0.28	25.13	7.59
Regional Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Impact Sciences, Inc. See Appendix 3.2 for CalEEMod data.
Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Emissions

Emissions for the proposed Specific Plan would be comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. The operational emissions associated with buildout of the Specific Plan by 2040 are shown in **Table 3.2-9, Estimated Operational Emissions**. As shown, Specific Plan operations would exceed SCAQMD regional thresholds of significance for ROG, NOx, and CO. These emissions are primarily associated with mobile sources from motor vehicle trips and area sources from residential consumer products. As this programmatic analysis projects future emissions under the 2040 horizon year buildout for the Specific Plan Area as whole, exceedance of these SCAQMD project-level thresholds is anticipated. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated emissions may be lower than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan buildout, and individual projects would likely not exceed regional operational project-level thresholds. For example, many of the potential future development projects described in the Project Description would be small

residential or mixed-use projects with less than 80 units, and these projects would not have the potential to exceed regional operational thresholds of significance. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce operational emissions to the maximum extent feasible (see Mitigation Measure AQ-1). Nevertheless, as Specific Plan operational emissions would exceed SCAQMD regional operational thresholds, this is impact is considered significant and unavoidable.

Table 3.2-9
Estimated Operational Emissions

	Emissions in Pounds per Day					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_x**	**PM10**	**PM2.5**
Area Source	59.96	34.58	192.76	0.22	3.63	3.63
Energy Source	0.67	5.80	2.82	0.04	0.46	0.46
Mobile Source	40.99	34.50	426.35	0.97	134.06	36.04
Emissions Totals	**101.62**	**74.88**	**621.93**	**1.23**	**138.15**	**40.13**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	No	No	No

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*
Notes: Totals in table may not add exactly due to CalEEMod rounding. Emissions presented are the highest of the winter and summer modeled emissions.

Public Health

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. Al.* (Case No. S219783) which determined that an environmental review must adequately analyze a project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.[6] As discussed previously, the SCAB is in state non-attainment for PM2.5, PM10, and Ozone (O_3) and federal non-attainment for PM2.5 and O_3. Therefore, an increase in emissions of

6 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

particulate matter or ozone precursors (ROG and NOx) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region.

As discussed herein, Specific Plan operations would exceed SCAQMD regional thresholds of significance for ROG, NOx, and CO. However, it should be noted the thresholds of significance developed by the SCAQMD are not sensitive to property or project size, or the type of project. As this programmatic analysis projects future emissions under the 2040 horizon year buildout for the Specific Plan Area as whole, exceedance of the SCAQMD's project-level thresholds is anticipated and is not indicative of future health risks. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated emissions may be lower than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan buildout, and individual projects would likely not exceed regional operational project-level thresholds. Also discussed previously, the Specific Plan would not conflict with or obstruct implementation of the AQMP, which has been prepared to achieve the national and state air pollution standards set at levels to protect human health. Therefore, public health impacts associated with air quality would be less than significant.

Mitigation Measures

AQ-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile source emissions to the maximum extent feasible:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus services for hotel uses
- Provide bicycle storage/parking facilities and shower/locker facilities.
- Provide onsite child-care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator at commercial uses.
- Implement a rideshare program.
- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.

- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Provide electric vehicle charging
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

Impact AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

Less Than Significant Impact.

Localized Construction Emissions

The SCAQMD has developed localized significance thresholds (LST) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or State ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. In the case of this analysis, the Specific Plan Area is located within SRA 12 – South Central LA County with receptors located within 25 meters.[7] The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters.

For a conservative analysis, the 5.0-acre LST in SRA 12 with sensitive receptors located within 25 meters has been used to address the potential localized NOx, CO, PM10, and PM2.5 impacts. The application of a 5.0-acre threshold for construction activities would be conservative as construction emissions would be spread across the whole Specific Plan Area. As shown in **Table 3.2-10, Localized Significance of Construction Emissions – Maximum Pounds per Day**, the Specific Plan would not exceed any of the identified localized thresholds of significance during construction. Therefore, Specific Plan construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

7 LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours. Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO_2, CO, PM10, and PM2.5, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO_2 and CO.

Table 3.2-10
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Demolition	**25.72**	**20.59**	**1.58**	**1.21**
SCAQMD Localized Thresholds	*98.00*	*630.00*	*13.00*	*7.00*
Site Prep/Grading/Foundations	**38.84**	**29.04**	**5.56**	**3.13**
SCAQMD Localized Thresholds	*98.00*	*630.00*	*13.00*	*7.00*
Building Construction	**25.20**	**32.68**	**1.24**	**1.16**
SCAQMD Localized Thresholds	*98.00*	*630.00*	*13.00*	*7.00*
Exceed Thresholds?	**No**	**No**	**No**	**No**

Source: Impact Sciences, Inc. See Appendix 3.2 for CalEEMod data.
Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Analysis applies a 5-acre LST with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 12. The building construction emission total includes architectural coating and paving emissions.

Localized Operational Emissions

The operational LST methodology is applicable to projects where emission sources occupy a fixed location on specific project sites. LST methodology would typically not apply to the operational phase of a specific plan area buildout because emissions for these programmatic sources are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.[8] As the operational component of Specific Plan buildout would occur across the Plan Area and primarily consist of mobile sources, an operational analysis against the LST methodology is not appropriate and this impact would be less than significant.

Carbon Monoxide (CO) Hotspots

The Specific Plan would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the SCAB are substantially below the California one-hour or eight-hour CO standards, and even very busy intersections do not have the potential to exceed the standard. Therefore, the Specific Plan would not have the potential to cause or contribute to an exceedance of the California one-hour or

8 SCAQMD, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005, page 1-3.

eight-hour CO standards. Impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants

The primary sources of potential TACs associated with construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, 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 (i.e., intermittent during the construction period). The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not generate a significant health risk. Additionally, SCAQMD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. 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.[9] For these reasons, the Specific Plan would not expose sensitive receptors to substantial concentrations of air toxics and this impact is less than significant.

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. However, these activities, and the land uses associated with the Specific Plan, are not considered uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. For these reasons, the Specific Plan would not expose nearby sensitive receptors to substantial amounts of air toxics and this impact would be less than significant.

9 California Air Resources Board. 2015. *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*. Available online at: https://ww3.arb.ca.gov/msprog/ordiesel/faq/idlepolicyfaq.pdf.

Impact AQ-4 **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

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 Specific Plan would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the Specific Plan 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 Specific Plan buildout. In addition, the Specific Plan 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 Specific Plan 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 Specific Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and this impact would be less than significant.

3.2.6 CUMULATIVE IMPACTS

As discussed in **Section 3.2.1, Environmental Setting**, the SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in the SCAB for regional air quality impacts.

AQMP Consistency. AQMP consistency is discussed under **Impact AQ-1.** As discussed therein, the Specific Plan would not conflict with the 2016 AQMP. The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the SCAQMD jurisdiction, and to minimize the impact on the economy. Consistency with the AQMP is assessed by determining how a project accommodates increases in population or employment consistent with the applicable assumptions in the AQMP. The population and employment assumptions used by the SCAQMD to estimate regional emissions in the AQMP are obtained from SCAG projections for cities and unincorporated areas in the SCAQMD's jurisdiction. The Specific Plan would not facilitate population or employment growth exceeding the SCAG population or employment forecasts for the City as a whole. Therefore, implementation of the Specific Plan would not conflict with the AQMP. Impacts related to AQMP consistency would be less than significant and would not be cumulatively considerable.

Criteria Pollutant Emissions for which the Region is Non-Attainment (Ozone, PM10 and PM2.5). In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Specific Plan, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. As discussed under **Impact AQ-2**, operational activities could result in significant impacts related to regional emissions (ROG, NOx, and CO). The nature of a Specific Plan analysis is cumulative in itself since it evaluates the potential for numerous individual projects to occur over the horizon year. SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level. ROG and NOx emissions would exceed SCAQMD thresholds and therefore substantially contribute to cumulative long-term air quality impacts related to emission of O_3 precursors and attainment of the O_3 ambient air quality standards. Thus, the incremental effect of the Specific Plan related to nonattainment pollutants would be significant and unavoidable and would be cumulatively considerable.

Sensitive Receptors and Substantial Pollutant Concentrations. As indicated under **Impact AQ-3**, land uses associated with the Specific Plan typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. The use of toxic compounds would be strictly regulated through the SCAQMD permitting process, which requires detailed HRAs, when applicable. New potential sources of substantial TAC emissions (i.e., gasoline dispensing facilities) are subject to SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants. Compliance with the SCAQMD permitting process and Regulation XIV would ensure that new land uses would not generate TAC emissions exceeding the SCAQMD standards or adversely affect sensitive land uses. Operational impacts would be less than significant with respect to exposing sensitive receptors to substantial pollutant concentrations and would not be cumulatively considerable**.**

Odor. As indicated under **Impact AQ-4,** the Specific Plan is not anticipated to facilitate the development of uses typically associated with odor complaints. While construction activity can emit odors, construction activity has not been identified as a source of odor complaints. Accordingly, future development occurring under the Specific Plan would not cause a construction-related odor nuisance. Impacts related to odors would be less than significant and would not be cumulatively considerable.

3.2.7 REFERENCES

California Air Resources Board. 2015. Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation). Available online at: https://ww3.arb.ca.gov/msprog/ordiesel/faq/idlepolicyfaq.pdf.

California Air Resources Board. *Sensitive Receptor Assessment*. Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment.

Office of Environmental Health Hazard Assessment and The American Lung Association of California. Air Pollution and Children's Health. Available online at: https://oehha.ca.gov/media/downloads/faqs/kidsair4-02.pdf.

SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

SCAQMD, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005, page 1-3.

South Coast Air Quality Management District. 2016. Air Quality Management Plan. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf. The 2022 AQMP is currently in draft form and has yet to be adopted by the SCAQMD.

U.S. EPA. 2019. Trump Administration Announces One National Program Rule on Federal Preemption of State Fuel Economy Standards. Available online at: https://www.epa.gov/newsreleases/trump-administration-announces-one-national-program-rule-federal-preemption-state-fuel, accessed November 12, 2019.

3.3 CULTURAL, TRIBAL CULTURAL & PALEONTOLOGICAL RESOURCES

INTRODUCTION

This section presents an overview of the existing cultural resource conditions within the boundaries of the proposed Compton TOD Specific Plan area. It also discusses the potential impacts to Cultural Resources (i.e., historical resources and archeological resources), Tribal Cultural Resources, and paleontological resources as a result of construction and operation activities associated with the implementation of the proposed Specific Plan.

3.3.1 ENVIRONMENTAL SETTING

3.3.1.1 Ethnographic and Prehistoric Background

Early Man Horizon (ca. 10,000 – 6,000 B.C.)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of southern California (Erlandson 1991, Johnson et al. 2002, Jones and Klar 2007, Moratto 1984, Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Arnold et al. 2004, Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom-style, fluted points have been found in southern California (Dillon 2002 Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 B.C.)

Wallace defined the Milling Stone Horizon as "marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns" (1955:219). The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources were consumed by the inhabitants of the area, including small and large terrestrial mammals, sea mammals, birds, shellfish, fishes, and other littoral and estuarine species, yucca,

agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). The Topanga Canyon site in the Santa Monica Mountains is considered one of the definitive Milling Stone Horizon sites in Los Angeles County.

Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone and in addition to ground stone tools such as manos and metates, chopping, scraping, and cutting tools are very common. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials. Flexed burials oriented north were common in Orange and San Diego counties, with reburials common in Los Angeles County (Wallace 1955, 1978; Warren 1968).

Intermediate Horizon (3000 B.C. – A.D. 500)

Wallace's Intermediate Horizon dates from approximately 3000 B.C. - A.D. 500 and is characterized by a shift toward a hunting and maritime subsistence strategy and a greater use of plant foods.

During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources including a broad variety of fish, land mammal, and sea mammal remains along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (Glassow et al. 1988, True 1993). Mortuary practices during the Intermediate typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (A.D. 500 – Historical Contact)

During the Late Prehistoric Horizon, according to Wallace (1955, 1978), the diversity of plant food resources and land and sea mammal hunting increased even more than during the Intermediate Horizon. More classes of artifacts were observed during this period and high quality exotic lithic materials were used for small, finely worked projectile points associated with the bow and arrow. Steatite containers were made

for cooking and storage and an increased use of asphalt for waterproofing is noted. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes the dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition into Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the "Shoshonean wedge" (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrielino/Tongva in Los Angeles County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztecan, Takic-speaking populations that settled along the California coast during the Late Prehistoric Horizon.

Ethnographic History

The Specific Plan area and the City of Compton are located in the traditional territory of the Gabrieliño tribal group. The name Gabrieliño was applied by the Spanish to those Native Americans who were associated with or living near the Mission San Gabriel Arcángel (Bean and Smith 1978:538). Today, most contemporary Gabrieliño identify themselves as Tongva and this term will be used in this section to refer the Gabrieliño tribal group (King 1994:12).

Tongva territory included the eastern reaches of the Los Angeles basin, to the southern Channel Islands in the west, and extended from Aliso Creek in the south to Topanga Creek in the north.

Tongva territory encompassed several biotic zones including Coastal Marsh, Coastal Strand, Prairie, Chaparral, Oak Woodland, and Pine Forest (Bean and Smith 1978).

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family and can be traced to the Great Basin region (Mithun 2004). This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva society was organized in patrilineal, non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and comprised several lineages. The Tongva established large permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work (O'Neil 2002) suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 people (Bean and Smith 1978:540).

Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. (Bean and Smith 1978, Langenwalter et al. 2001, Kroeber 1925, McCawley 1996). The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made ocean- going plank canoes (known as a ti'at) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Blackburn 1963, McCawley 1996:117-127).

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact (Kroeber 1925:637–638). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996:143-144).

Prior to European contact, deceased Tongva were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior (Harrington 1942, McCawley 1996:157). After pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996:157).

Compton is located at the site of former Tongva village known as Amupngna. Major Tongva villages located near Compton include Chokishgna, Tajauta, and Ahuagna (Tongva People n.d.).

3.3.1.2 Historical Background

Historic Period

Compton was first settled in 1867 by a group of pioneering Methodist families. The City's name stems from the head of this expedition, Griffith Dickenson Compton. These families traveled from Stockton, California looking for new resources and sustenance. The land that would become Compton was originally part of the Rancho San Pedro land grant and was subdivided into the Temple and Gibson tract in 1867. The pioneers from Stockton ultimately purchased 4,600 acres of land in this tract from F. P. F. Temple and F. W. Gibson. Originally the town was known as Gibsonville, though the name shortly changed thereafter to Comptonville after the pioneering leader. The name was ultimately shortened to Compton in 1869 to reduce confusion since another town in Yuba County went by the name of Comptonville. During its first 20 years in existence, the town was part of the City of Los Angeles. In 1887 the citizens petitioned for the

incorporation of Compton into an autonomous city. On May 11, 1888, the City of Compton (City) received this status, becoming the eighth city in Los Angeles County to incorporate.

Griffith D. Compton donated his land as part of the incorporation process and stipulated that a certain amount acreage within the City was to be zoned for agricultural purposes, creating Richland Farms. The City continued to grow despite a severe earthquake in 1933 that demolished most of the buildings and schools in the City, and frequent flooding from the Los Angeles River, which also made the land fertile. The 1920s also saw the establishment of Compton Junior College, Compton Airport, and a new City Hall, with Main Street being renamed Compton Boulevard. These developments, being located within a day's walk of Los Angeles and Wilmington, and the establishment of the Pacific Electric Long Beach Line along with Southern Pacific and Union Pacific freight rail lines in the early 1900s led to Compton being nicknamed the "hub city."

The City of Compton experienced a population boom in the years following World War II. While Compton had a decently sized Japanese population from the 1920s to 1940s, many did not return after being forcibly relocated during the war. In the 1950s, middle class blacks moved in due to an established black population existing in Watts, and Richland Farms attracted many black residents from the southern United States.

The City began to have economic problems as white flight occurred in the 1950s and 1960s and accelerated with the 1965 Watts riots. White families moved to suburbs such as Artesia, Paramount, and Norwalk. Concurrently, middle class blacks moved to nearby unincorporated areas of Los Angeles County such as Ladera Heights and View Park, or cities such as Inglewood and Carson. The decline of strip commercial areas on Rosecrans Avenue and Compton Boulevards, a lack of larger commercial properties and the closure of the Pacific Electric Long Beach Line in 1961 contributed to the further erosion of the City's tax base.

The City's Civic Center complex is generally bounded by Myrrh Avenue to the south, Compton Boulevard to the north, Acacia Avenue to the west, and Willowbrook Avenue to the east. The Civic Center is anchored by the two-story modernist Compton City Hall building, completed in 1976, and the 12-story Los Angeles County Superior Court Compton Courthouse, completed in 1977; both buildings are credited to Harold L. Williams, a prolific local African American architect who was a protegee' of Paul R. Williams, FAIA (no relation), a ground-breaking African American architect, known for becoming the first African American member (and later, Fellow) of the American Institute of Architects (AIA), as well as a recognized civic leader. The site also contains the US Post Office Compton station. Built in 1935 under the auspices of the federal government through the Works Progress Administration (WPA), it is similar to a few other Los Angeles area post offices, designed in Spanish Revival style to match the southern California architectural tradition. Heritage House, located that the northwest corner of Willowbrook Avenue and Myrrh Street,

built in 1869, is the oldest house in Compton. The home was designated a California Historical Landmark (No. 664) on Nov. 5, 1958. The City of Compton moved the home to the Civic Center site in 1959 and restored the building as a tribute to early settlers. The Compton branch of the County of Los Angeles Library (dedicated in 1974), and the County of Los Angeles Sheriff's Department Compton Station are also on the Civic Center site. The Civic Center's focal point is the Dr. Martin Luther King Jr. Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration Harold L. Williams. Publicly accessible open spaces surround the Memorial and flow between the buildings.

Compton Boulevard is a major thoroughfare for the City of Compton and has a number of commercial and retail establishments inclusive of restaurants, clothing retailers, and discount stores. There are also some public-quasi public uses such as a Social Security Administration office located at 171 Compton Boulevard, west of Alameda Street.

Located east of Alameda Street, the recognized Historic Core of the City is located along a stretch of Compton Boulevard which retains more of its historic, low-rise character as the original main street of the City. The Historic Core is the only portion of Compton Boulevard within Downtown Compton which retains more of its early- and mid-20th century character as the 'main street' of the community. It should be noted that due to historic and recent economic downturns in the City, large portions of the building stock in this area are seriously deteriorated and/or are vacant.

Recent years have introduced new economic and cultural opportunities to Compton. The opening of the Metro A Line (formerly Blue Line) in 1990, using most of the former Pacific Electric Long Beach Line right-of-way, connects Compton to Long Beach, Los Angeles and beyond. The opening of the Compton Renaissance Plaza (1979) and Compton Gateway Center (2007) have added more retail options and jobs to the City. The completion of the Martin Luther King Jr. Transit Center (2011), located between Willowbrook Avenue and Alameda Street, at Palmer Street, has increased the safety and connectivity of public transit, new multifamily housing developments have been built in the station area and around the City. The City also opened the Douglas F. Dollarhide Community Center (named for the City's first African American mayor, elected in the 1960s) in 2007, and the first Major League Baseball Urban Youth Academy in 2006. The forthcoming Dr. Dre Performing Arts Center is to be located at Compton High School.

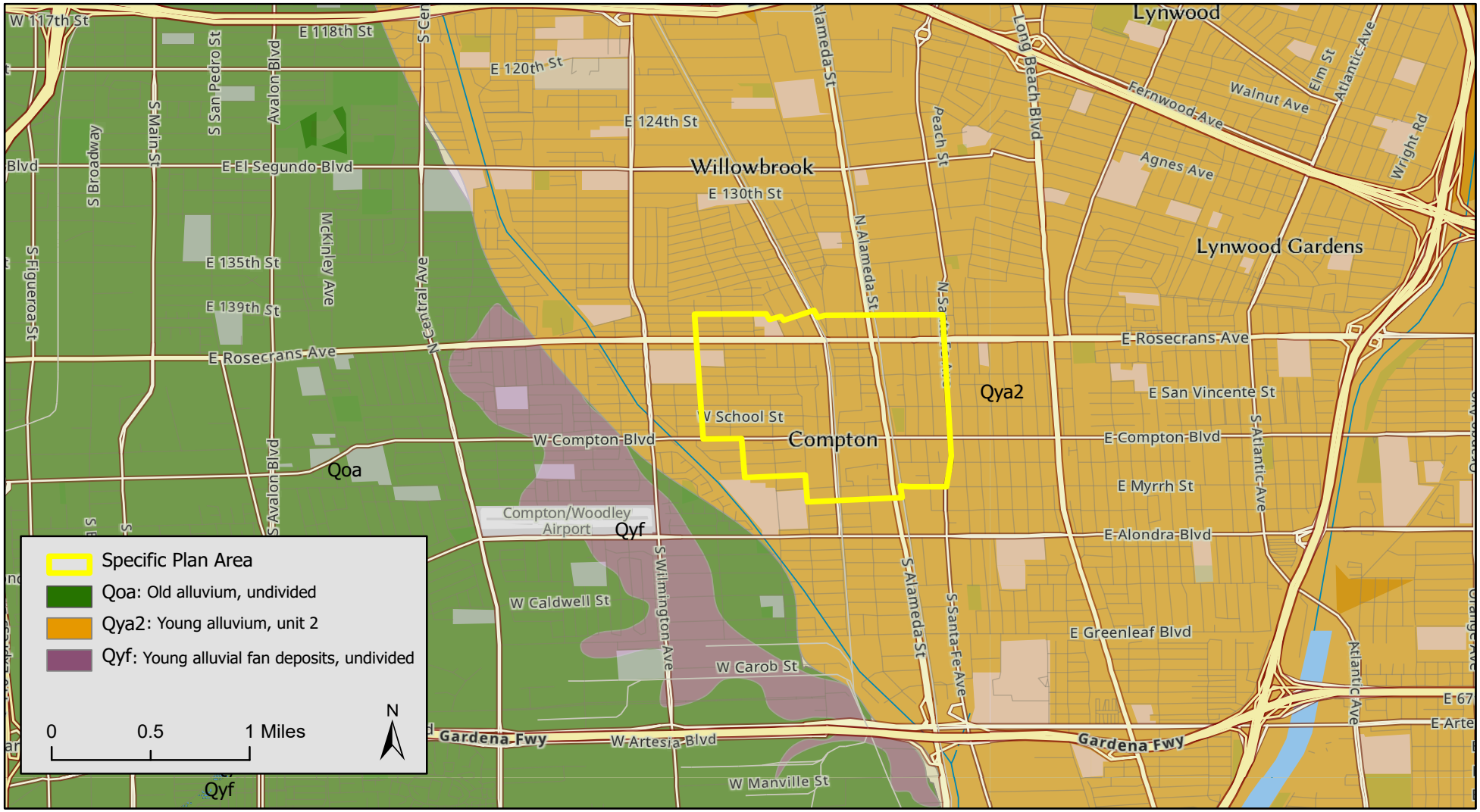
3.3.1.3 Paleontological Background

Paleontological resources include fossil remains, fossil localities, and formations that have produced fossil material. Paleontological resources are limited, nonrenewable, sensitive scientific resources, including fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of

skeletons, tracks, or burrows, or other trace fossils, coprolites (fossilized excrement), seeds or pollen, and other microfossils from terrestrial, aquatic, or aerial organisms. Paleontological resources are not evenly distributed; the potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils, although metamorphic rocks occasionally also contain fossils.

The City of Compton is generally underlain by Quaternary-aged alluvial deposits. These units are differentiated by age, with the oldest dating from the mid- to late-Pleistocene. As shown in **Figure 3.3-1**, **Local Geology Map**, the Specific Plan underlain by younger Quaternary (Holocene) alluvial valley and fan deposits. The Quaternary young alluvial valley deposits (Qya_2) were deposited during the Holocene to latest Pleistocene and is composed of slightly to poorly consolidated and poorly-sorted floodplain deposits with various compositions of clay, silt, and sand. This younger Quaternary Alluvium has a low potential for yielding significant fossils.[1]

[1] Natural History Museum of Los Angeles County: Contributions in Science, Number 511, Squires, Groves, and Smith: Pico Formation Paleontology, November 30, 2006, website: https://www.biodiversitylibrary.org/item/215032#page/2/mode/1up, accessed February 18, 2022.



SOURCE: Esri 2022, USGS, The State Geologic Map Compilation (SGMC) Geodatabase of the Conterminous United States

FIGURE **3.3-1**

IMPACT SCIENCES

Local Geology Map

1335.001•02/22

3.3.2 REGULATORY FRAMEWORK

Cultural Resources, Tribal Cultural Resources, and Paleontological Resources are regulated at the federal, state, and local levels as discussed below.

3.3.2.1 Federal

National Historic Preservation Act, Section 106

The National Historic Preservation Act (NHPA) establishes the National Register of Historic Places (NRHP) and defines federal criteria for determining the historical significance of archaeological sites, historic buildings and other resources. To be determined eligible for the NRHP, a potential historic property must meet one of four historical significance criteria (listed below), and also must possess sufficient deposition, architectural, or historic integrity to retain the ability to convey the resource's historic significance. Resources determined to meet these criteria are eligible for listing in the NRHP and are termed historic properties. A resource may be eligible at the local, state, or national level of significance.

Properties are eligible for the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and they:

A. are associated with events that have made a significant contribution to the broad patterns of our history;

B. are associated with the lives of a person or persons of significance in our past;

C. embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded or may be likely to yield information important in prehistory or history.

These factors are known as "Criteria A, B, C, and D."

A resource that lacks integrity or does not meet one of the NRHP criteria of eligibility is not considered a historic property under federal law, and effects to such a resource are not considered significant under the NHPA. Archaeological sites are generally evaluated under Criterion D, which concerns the potential to yield information important in prehistory or history.

3.3.2.2 State Laws and Regulations

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to California Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." PRC 21083.2 requires agencies to determine whether a proposed project would have an effect on "unique archaeological resources."

"Historical resource" is a term of art with a defined statutory meaning (see PRC 21084.1 and *State CEQA Guidelines* Sections 15064.5(a) and 15064.5(b)). The term embraces any resource listed in or determined to be eligible for listing in the California Register of Historic Resources (CRHR). The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be "historical resources" for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC 5024.1 and 14 CCR 4850). Unless a resource listed in a survey has been demolished or has lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

A. Is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and

B. Meets any of the following criteria:

    1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history (*State CEQA Guidelines* Section 15064.5(a)(3)).

These factors are known as "Criteria 1, 2, 3, and 4" and parallel Criteria A, B, C, and D under the NHPA (discussed earlier). The fact that a resource is not listed or determined to be eligible for listing does not preclude a lead agency from determining that it may be a historical resource (PRC 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(4)).

CEQA also distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource, as described above, and "unique archaeological resources." Under CEQA, an archaeological resource is considered "unique" if it:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

- Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC 21083.2(g)).

CEQA states that if a proposed project would result in an impact that might cause a substantial adverse change in the significance of a historical resource, then an EIR must be prepared, and mitigation measures should be considered. A "substantial adverse change" in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (*State CEQA Guidelines* Section 15064.5(b)(1)).

The *State CEQA Guidelines* (Section 15064.5(c)) also provide specific guidance on the treatment of archaeological resources, depending on whether they meet the definition of a historical resource or a unique archaeological resource. If the site meets the definition of a unique archaeological resource, it must be treated in accordance with the provisions of PRC 21083.2.

State CEQA Guidelines Section 15126.4(b) sets forth principles relevant to means of mitigating impacts on historical resources. It provides as follows:

- Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

- In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.

- Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in an EIR for a project involving such an archaeological site:

  - Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

  - Preservation in place may be accomplished by, but is not limited to, the following:

    - Planning construction to avoid archaeological sites;

    - Incorporation of sites within parks, greenspace, or other open space;

    - Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.

    - Deeding the site into a permanent conservation easement.

  - When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.

- Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.

Section 15064.5(f) deals with potential discoveries of cultural resources during project construction. That provision states that, "[a]s part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

State CEQA Guidelines Section 15064.5(e), requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as identified in a timely manner by the NAHC. Section 15064.5 of the *State CEQA Guidelines* directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

Senate Bill 18

Senate Bill (SB) 18 requires cities and counties to contact and consult with California Native American tribes prior to making land use decisions. The bill requires local governments to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of general plans (defined in Government Code §65300 et seq.). For projects proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the NAHC for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the Public Resources Code that are located within the city or county's jurisdiction.

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of

cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government.

Assembly Bill 52

AB 52, which was approved in September 2014 and became effective on July 1, 2015, requires that CEQA lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. A provision of the bill, chaptered in CEQA Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is a project that may have a significant effect on the environment.

Defined in Section 21074(a) of the Public Resources Code, TCRs are:

1. Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the CRHR; or

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Section 21074 as follows:

a. A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

b. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a TCR if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe(s) pursuant to newly chaptered Section 21080.3.2, or according to Section 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TRCs

with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

3.3.2.3 Local Plans and Policies

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton Specific Plan project.

Conservation, Open Space, and Recreation Goal 4. Promote cultural awareness in the community.

Policy 4.1. The City of Compton will initiate a cultural arts and facilities program to enhance the City image.

Policy 4.2. The City of Compton will continue with the development of the community art program.

Policy 4.3. The City of Compton will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.

Land Use Goal 6. Preservation and enhancement of the City's historic buildings, streets and districts.

Policy 6.1. Identify, document and evaluate the significance of individual historic and cultural resources of the City.

Policy 6.2. Encourage and promote the adaptive reuse of Compton's historical resources.

Policy 6.3. Where restrictions on permitted uses make it unlikely that worthy structures can be preserved such zoning restrictions may be relaxed particularly if the proposed use would not adversely affect surrounding properties.

Public Safety Goal 1. Provide vital services and functions following a major earthquake.

Policy 1.3. The City of Compton will consider the cultural and historic significance of buildings to be upgraded for seismic safety and avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic safety.

Economic Development Goal 1. The City of Compton shall create and maintain a desirable and competitive business climate that serves the needs of the community for jobs and services.

Policy 1.4. The City of Compton will aggressively attract, facilitate, and capitalize on future business opportunities that, once realized, will provide City of Compton residents with significant, economic, cultural, and social benefits.

3.3.3 IMPACTS AND MITIGATION MEASURES

3.3.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to Cultural Resources, including Historical Resources, Tribal Cultural Resources and Paleontological Resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts if any of the following would occur:

Impacts related to Cultural Resources are considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of dedicated cemeteries.

Impacts related to Tribal Cultural Resources are considered significant if the project would:

- 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:
  - 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
  - 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.

Impacts related to Paleontological Resources are considered significant if the project would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.3.4 ENVIRONMENTAL IMPACTS

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

Less Than Significant with Mitigation.

Future development activities facilitated by adoption of the Specific Plan may have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties designated in or eligible for listing in the National Register of Historic Places or CRHR. As explained in Section 15064.5, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

Although there are no specific development projects associated with the proposed Specific Plan, implementation of the plan would guide development in the Plan Area through the year 2040. As areas proposed for future development under the Specific Plan age, they may potentially contain historical resources. Although a review of the NRHP and the California Historic Resources Inventory for Los Angeles County did not identify any known qualifying historical resources, historic maps and aerial photographs indicate there are numerous properties that are of historic age and have the potential to be qualifying historical resources as defined by CEQA should they be determined to possess significant architectural and/or historical associations. Further, the Specific Plan area contains properties that will pass the age threshold (45 years of age) generally signaling the need for evaluation over the life of the Specific Plan.

Development under the proposed Specific Plan would likely involve demolition and construction activities associated with buildout. Thus, significant historical resources could be adversely impacted by future development plans that could require demolition or significant alteration of historic-age buildings and structures, especially in the TOD Core Area where the most extensive changes to land use would occur; impacts to historical resources under the Specific Plan therefore have the potential to be significant.

To ensure that development within the Specific Plan area does not have a detrimental effect on historical resources, each project would be assessed as it is proposed, to determine the age of the properties proposed to be impacted by project implementation. **Mitigation Measure CUL-1** would reduce impacts on historical resources to the extent feasible, because historical resources would be evaluated under each project application.

Mitigation Measure

The following mitigation measure is required to mitigate potential future impacts to historic resources.

MM CUL-1 Historical Built Environment Studies

Prior to the issuance of any demolition or development permits submitted by project applicants, the applicant shall prepare an inventory of the buildings located onsite within the identified project site. The inventory shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are submitted. The City Planning Department will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits.

Prior to the issuance of any permits associated with the individual projects within the Specific Pan area that involves the demolition or alteration of buildings or structures greater than 45 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall

also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

Significance After Mitigation

Implementation of **MM CUL-1** would reduce impacts to historical resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project- by-project basis.

Impact CUL-2 **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Less Than Significant with Mitigation.

Effects to archaeological resources are only known once a specific project has been proposed because they are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities in those portions of the Specific Plan Area that have not been subject to an archaeological investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development under the proposed Specific Plan.

The Specific Plan does not include any implementation programs or policies designed to reduce impacts to archaeological resources. In order to ensure that development in the Specific Plan Area does not have a detrimental effect on archaeological resources, each individual development project would need to be assessed as it is proposed. Without mitigation, impacts would be potentially significant. **Mitigation Measure CUL-2** requires an archaeological resources study and the identification of project-specific mitigation for future projects facilitated by the Specific Plan and would reduce impacts to archaeological resources on a on a project-by-project basis by requiring identification and treatment of archaeological resources.

Mitigation Measures

MM CUL-2 **Archaeological Resource Studies**

Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to

identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.

Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

Significance After Mitigation

Implementation of **MM CUL-2** would reduce impacts to archeological resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project- by-project basis.

Impact CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

Less Than Significant.

The Specific Plan area does not include any locations identified as a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains, and human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and *CEQA Guidelines* § 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, it requires that disturbance of the site shall be suspended, and the City of Compton and the Los Angeles County Coroner would be immediately notified. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. 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 NAHC 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 protocols would reduce impacts to a less than significant level.

Impact CUL-3 **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 the 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.

Less than Significant with Mitigation.

Background

The City sent SB 18 and AB 52 notice letters on September 27, 2021 to the following Native American groups: the Gabrieleño Band of Mission Indians –Kizh Nation, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, the Gabrielino-Tongva Tribe, the Santa Rosa Band of Cahuilla Indians, and the Soboba Band of Lusseno Indians, (Refer to **Appendix 3.3**). Under AB 52, tribes have 30 days to respond, and under SB 18 tribes have 90 days. As of the date of the publication of this Draft EIR, no responses have been received.

Analysis

Development accommodated under the Specific Plan may involve ground disturbance which has the potential to impact previously unidentified tribal cultural resources (TCRs).

As of the date of this draft, AB 52 consultation has not identified any specific TCRs in the Specific Plan Area. However, new TCRs may be identified or established over the course of the phased implementation of the Specific Plan, which is expected to occur over the course of several years.

If unknown TCRs are encountered during construction activities, there is a potential to result the destruction, damage, or loss of the TCRs. The ground-disturbing construction activities that could result in

such adverse impacts include demolition, grading, excavation, drilling, or any other activity that disturbs surface or subsurface deposits associated with TCRs. Given the potential to damage these unknown tribal cultural resources, impacts are considered significant without mitigation.

Mitigation Measure

MM CUL-3 Unanticipated Discovery of Tribal Cultural Resources

In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **MM CUL-2** or during any project-related ground disturbance, the City of Compton, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

Significance After Mitigation

Implementation of **MM CUL-3** would reduce impacts to tribal cultural resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project- by-project basis.

Impact CUL-4 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated.

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 Specific Plan area is located in a highly urbanized area, which been previously disturbed by past development activities and contains an existing buildings, roadways, associated parking and other infrastructure. Further, the soil type underlying the Specific Plan area is deemed to have a low potential for yielding significant fossils. However, build out of the Specific Plan could involve grading and excavation to greater depths than previously undertaken. These 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. In the event of an unexpected discovery, significant impacts to paleontological resources could occur. Implementation of **MM-CUL-4** would mitigate any potential significant impacts.

MM CUL-4 Unanticipated Discovery of Paleontological Resources

In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Compton Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.

Significance After Mitigation

Implementation of **MM CUL-4** would reduce impacts to paleontological resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project- by-project basis.

3.3.5 CUMULATIVE IMPACTS

Impacts upon cultural resources (including historical resources), TCRs, and paleontological resources tend to be site specific and are assessed on a site-by-site basis. Where such resources exist, buildout of the Specific Plan area together with other development in the City and region would result in an incremental adverse impact to cultural resources, TCRs, and paleontological resources. In this case, the cumulative impact would be to unknown cultural resources, TCRs, and paleontological resources. However, provided that proper mitigation, as defined by *State CEQA Guidelines* Section 15126.4(b), is implemented in conjunction with cumulative development in the area, no significant cumulative impacts are anticipated.

3.3.6 REFERENCES

Natural History Museum of Los Angeles County: Contributions in Science, Number 511, Squires, Groves, and Smith: Pico Formation Paleontology, November 30, 2006, website: https://www.biodiversitylibrary.org/item/215032#page/2/mode/1up, accessed February 18, 2022.

3.4 ENERGY

INTRODUCTION

This section evaluates potential impacts associated with energy consumption and demand that would result from the implementation of the proposed Specific Plan. The section also provides a description of the regulatory framework governing the management of energy on a federal, state, regional, and local level. Plan impacts on energy consumption and demand as well as related mitigation measures have also been provided.

3.4.1 EXISTING CONDITIONS

3.4.1.1 Electrical Service

Southern California Edison (SCE) provides electricity service to most of Los Angeles County including the City of Compton.[1] The California Energy Commission (CEC) maintains a statewide database of annual electricity generation and consumption. In 2020, California produced approximately 68 percent of the electricity it used. The remainder was imported from outside the state. In 2020, total electrical generation was 272,576 gigawatt-hours (GWh) with approximately 190,913 GWh produced in-state with the remaining 81,663 GWh being imported from out-of-state sources.[2] Renewable sources accounted for approximately 33.09 percent of 2020 in-state generation.[3] Statewide electricity consumption in 2020 was estimated by the CEC to be 279,510 GWh, with Los Angeles County responsible for consuming approximately 65,649.87 GWh (23 percent).[4]

Table 3.4-1
Electricity Consumption in the Los Angeles County in 2020

Residential	Non-Residential	Total Usage
22,913.1	42,736.77	65,649.87

Note: All usage expressed in GWh
Source: California Energy Commission, California Energy Consumption Database, 2020

1 Southern California Edison. *Our Service Territory.* Available online at: https://www.sce.com/about-us/who-we-are/leadership/our-service-territory, accessed March 2, 2022.

2 California Energy Commission. *2016 Total Electric Generation*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation, accessed December 2, 2021.

3 Ibid.

4 California Energy Commission. 2016. *Energy Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed June 11, 2021.

3.4.1.2 Natural Gas

SoCalGas provides natural gas service to the County of Los Angeles, including the City of Compton. The availability of natural gas is based upon recent conditions of gas supply and regulatory policies. As a public utility, the SoCalGas is under the jurisdiction of the California Public Utilities Commission and can be affected by actions of gas supply or the condition under which service is available. Gas service will be provided in accordance with any revised conditions. The regional gas supply is primarily from Texas via the El Paso Gas Company's pipeline to Southern California.

In 2020, Los Angeles County consumed 2936.68 Millions of Therms of natural gas consumption (see **Table 3.4-2**, **Natural Gas Consumption in Los Angeles County [2020]**).

Table 3.4-2
Natural Gas Consumption in Los Angeles County (2020)

Residential	Non-Residential	Total Usage
1,237.99	1,698.69	2,936.68

Note: All usage expressed in MMThm
Source: California Energy Commission, California Energy Consumption Database, 2020

3.4.1.3 Petroleum

California is one of the top producers of petroleum in the nation, with drilling operations primarily concentrated in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process large volumes of Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports. Led by Saudi Arabia and Ecuador, foreign suppliers now produce more than half of the crude oil refined in California[5,6]

According to the United States Energy Information Administration (EIA), transportation accounted for nearly 40 percent of California's energy demand, amounting to approximately 3,017 trillion British

5 California Energy Commission (CEC). 2017. Foreign Sources of Crude Oil Imports to California 20162017. Available at: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/foreign-sources-crude-oil-imports/foreign, accessed March 29, 2022.

6 California Energy Commission (CEC). Oil Supply Sources to California Refineries. Available at: http://www.energy.ca.gov/almanac/petroleum_data/statistics/crude_oil_receipts.html, accessed March 29, 2022.

thermal units (Btu) in 2015.[7] California's transportation sector, including on-road and rail petroleum-based fuels are used for approximately 98.5 percent of the State's transportation activity.[8] Most gasoline and diesel fuel soil in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB).

There are no petroleum refineries located in the City of Los Angeles. As discussed below, the closest petroleum refinery is the World Oil Refining Refinery located in the City of South Gate, approximately 6.5 miles from the Plan Area. Neither the EIA nor the CEC maintain a database of estimated transportation fuels consumption at the city level.

3.4.2 REGULATORY FRAMEWORK

3.4.2.1 Federal

Energy Policy and Conservation Act

Enacted in 1975, this legislation established fuel economy standards for new light-duty vehicles sold in the U.S. The law placed responsibility on the National Highway Traffic and Safety Administration (a part of the U.S. Department of Transportation) for establishing and regularly updating vehicle standards. The U.S. Environmental Protection Agency (U.S. EPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. Since the inception of the CAFE program, the average fuel economy for new light-duty vehicles (autos, pickups, vans, and SUVs) steadily increased from 13.1 miles per gallon (mpg) for the 1975 model year to 27.5 mpg for the 2012 model year and is proposed to increase to 54.5 by 2025.

Energy Star Program

In 1992, the U.S. EPA introduced Energy Star as a voluntary labeling program designed to identify and promote energy-efficient products to reduce greenhouse gas emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, U.S. EPA joined with the Energy Department to expand the program, which now also includes qualifying commercial and industrial buildings, and homes.

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7 United States Energy Information Administration. *California Profile Data*. Available online at: https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures, accessed June 2021.

8 Ibid.

3.4.2.2 State

Title 24

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On April 23, 2008, the CEC adopted the 2008 standards, which applied to projects that submitted an application for a building permit on or after January 1, 2010. The CEC adopted the 2008 standards for a number of reasons: (1) to provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) to respond to Assembly Bill 32 (AB 32; the Global Warming Solutions Act of 2006), which requires California to reduce its greenhouse gas emissions to 1990 levels by 2020; (3) to pursue the statewide policy that energy efficiency is the resource of choice for meeting California's energy needs; (4) to act on the findings of California's Integrated Energy Policy Report, which indicate that the 2008 Standards are the most cost-effective means to achieve energy efficiency, reduce the energy demand associated with water supply, and reduce greenhouse gas emissions; (5) to meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures in the update of all state building codes; and (6) to meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. In 2013, updates were made to the 2008 Title 24 standards (effective January 1, 2014).

The California Green Building Standards Code, which is Part 11 of the Title 24 Building Standards Code, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2013 CALGreen Code is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California beginning on January 1, 2014. The 2013 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction solid waste reduction, indoor water use reduction, building material selection, natural resource conservation, site irrigation conservation, and more. Additionally, this code encourages buildings to achieve exemplary performance in the area of energy efficiency. For the purposes of energy efficiency standards, the CEC believes a green building should achieve at least a 15 percent reduction in energy usage when compared to California’s mandatory energy efficiency standards. The updated 2016 CALGreen Code became effective January 1, 2017 and includes new requirements for additions to existing residential and non-residential development.

Assembly Bill 32 (AB 32): Global Warming Solutions Act

In addition to Title 24, AB 32 is anticipated to result in the future regulation of energy resources in California. (See **Section 4.4, Greenhouse Gas Emissions,** for additional information on AB 32.) In order to achieve these emission reductions, it is generally accepted that California will need to improve its overall energy efficiency, which includes the use of more renewable energy resources. Pursuant to AB 32, the California Air Resources Board (CARB) will work with other state agencies (including the CEC), to implement feasible programs and regulations that reduce emissions and improve energy efficiency.

Senate Bill 32

In the 2016 legislative session, the Legislature passed, and the Governor signed, Senate Bill 32 (SB 32). This bill requires CARB to adopt rules and regulations to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

Renewable Portfolio Standard

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Senate Bill 350

In the 2015 legislative session, the Legislature passed, and the Governor signed, Senate Bill 350 (SB 350). The legislation requires that, by 2030, 50 percent of all electricity provided by power plants in California must be from renewable sources. SB 350 further requires the California Energy Commission (CEC) to establish annual targets for statewide energy efficiency savings and demand reduction that would achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030. The bill requires the Public Utilities Commission (PUC) to establish efficiency targets for investor-owned electrical and gas corporations consistent with the 2030 goal, and the CEC to establish annual targets for energy efficiency savings and demand reductions for local publicly-owned electric utilities consistent with the 2030 goal. Each retailer of electricity must regularly file an integrated resource plan (IRP) for review and approval.

Part 11 of the California Code of Regulations: Green Building Code

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 CALGreen Code is a code with mandatory requirements for state-regulated buildings and structures throughout California beginning on January 1, 2011. The code requires building commissioning, which is a process for the verification that all building systems, such as heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.[9]

California's 2019 Building Energy Efficiency Standards

In December 2018, the California Building Standards Commission gave the final approval to a solar PV requirement mandating all new buildings under three stories tall be equipped with solar systems. The standards officially take effect on January 1, 2020 and include solar installation, battery storage, and improved energy savings through high-performance walls, attics, and windows.[10]

Other Energy Related Statutes and Executive Orders

Additional legislation and executive orders focused on energy efficiency in California are highlighted briefly below:

- **Senate Bill 107:** This legislation, which addresses California's Renewables Portfolio Standard (RPS), requires retail sellers of electricity to procure 20 percent of retail sales from renewable energy by 2010.
- **Assembly Bill 1613:** This legislation, also known as the Waste Heat and Carbon Emissions Reduction Act, was designed to encourage the development of new combined heat and power systems in California with a generating capacity of up to 20 megawatts (MW).
- **Senate Bill 1:** This legislation enacted the Governor's Million Solar Roofs program and has an overall objective of installing 3,000 MW of solar photovoltaic systems.
- **Senate Bill 1389:** This legislation requires the California Energy Commission to prepare a biennial integrated energy policy report that contains an assessment of major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy

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9 CARB. 2018. *Green Building Standards Code*. Available online at: https://ww3.arb.ca.gov/cc/greenbuildings/standards.htm, accessed February 24, 2020.

10 California Energy Commission. 2019. *2019 Building Energy Efficiency Standards*. Available online at: https://www.energy.ca.gov/publications/2008/2019-building-energy-efficiency-standards-residential-and-nonresidential, accessed February 24, 2020.

recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety.

- **Executive Order S-14-08:** This order established accelerated RPS targets—specifically 33 percent by 2020.
- **Executive Order S-21-09:** This order requires CARB to adopt regulations, by July 31, 2010, increasing California's RPS to 33 percent by 2020.
- **Executive Order B-18-12: This** order directs state agencies to reduce their grid-based energy purchases by at least 20 percent by 2018, as compared to a 2003 baseline.
- **Executive Order B-48-18:** This order will boost the use of zero-emission vehicles (ZEVs), electric vehicle charging infrastructure, and hydrogen refueling infrastructure in California in order to implement Governor Brown's target of 5 million ZEVs on the road by 2030 and 250,000 vehicle charging stations and 200 hydrogen refueling stations by 2015.

3.4.2.3 Local

City of Compton General Plan

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton TOD Specific Plan project.

Conservation Goal 1:

Policy 1.8: Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from office electrical power plants and on-site natural gas use.

Conservation Goal 3: Conserve energy resources through the use of available technology and conservation practices

Policy 3.1: Encourage innovative site planning and building designs with minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials

Policy 3.2: Maintain local legislation to establish, update, and implement energy performance building code requirements in accordance with State Title 24 energy regulations.

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

Housing Policy 7.1: The City of Compton will require new residential construction to comply with State and local building code insulation and energy conservation standards.

Housing Policy 7.2: The City of Compton will identify opportunities to improve energy conservation in older, existing housing units through the residential re-sale inspection program.

Housing Policy 7.3: The City of Compton will inform City residents of the benefits of energy conservation.

Housing Policy 7.4: The City of Compton will encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

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

Air Quality Policy 4.1: The City of Compton will support the use of energy-efficient equipment and design in City facilities and infrastructure.

Air Quality Policy 4.2: The City of Compton will encourage incorporation of energy features, including passive solar, in the construction and rehabilitation of new and existing structures.

3.4.3 IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

Pursuant to Appendix G of the *State CEQA Guidelines*, potentially significant impacts would occur if adoption of the Specific Plan would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

The analysis in this section focuses on the nature and magnitude of the change in energy resources due to construction and operation of the Plan. To address the significance thresholds, the focus of this analysis is related to energy efficiency within the context of existing regulatory environment. The methodology used to estimate the construction phase energy use is described in **Impact EN-1** below.

With respect to energy consumption during occupancy/operation, the increased electricity and natural gas demand due to operation/occupancy of the Plan were estimated using the CalEEMod emissions model. In addition, as the Plan would result in daily vehicle trips due to typical residential commutes, the increase in the consumption of petroleum-based fuel was calculated based on vehicle miles traveled (VMT).

3.4.4 ENVIRONMENTAL IMPACTS

Impact EN-1 **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Less than Significant.

Construction

Construction Energy Demand

Construction activity would use energy in the form of petroleum-based fuels to power off-road construction vehicles and equipment throughout the Plan area, construction worker travel to and from project sites, and vehicles used to deliver materials to the Plan Area. Forecast development under the Specific Plan would require demolition, site preparation, and grading, including hauling material off-site; pavement and asphalt installation; building construction; paving; and architectural coating.

Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the Specific Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operation

Forecast growth under the Specific Plan includes approximately 1,517 residential units, a net reduction of 39,000 sf of retail space, 97,000 sf of new office development, and a 150-room hotel. The intensification of land use in the Plan Area would increase area energy demand from greater electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the buildings. Gasoline consumption would be attributed to the trips generated from development in the Plan Area. The estimated number of average daily trips associated with the Specific Plan, based on the Project's VMT Analysis, is used to determine the energy consumption associated with fuel use from the operation of anticipated development. The majority of the fuel consumption would be from motor vehicles traveling to and from anticipated development in the Plan Area. According to the Project's VMT Analysis calculations, the Specific Plan would result in approximately 46,312,660 annual VMT. **Table 3.4-3, Estimated Specific Plan Annual Transportation Energy Consumption,** shows the estimated total annual fuel consumption for forecasted net new development under the Specific Plan using the information from the Project's VMT analysis (See **Section 3.12, Transportation**) with the assumed vehicle fleet mix obtained from CalEEMod. One gallon of gasoline is equivalent to approximately 120,286 Btu, while one gallon of diesel is equivalent to approximately 137,381 Btu.[11]

Table 3.4-3
Estimated Specific Plan Annual Transportation Energy Consumption

Vehicle Type[1]	Percent of Vehicle Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles/ gallon)[4]	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu)[5]
Passenger Cars	52.0	24,082,583	24	1,003,441	155,008
Light/Medium Trucks	40.0	18,525,064	17.4	1,064,659	187,839
Heavy Trucks/Other	5.0	2,315,633	7.4	312,923	55,209
Motorcycles	3.0	1,389,380	44.0	31,577	4,878
Total	**100.0**	**46,312,660**	**–**		**402,934**

11 U.S. Energy Information Administration. British thermal units (Btu). Available at: https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php, accessed March 29, 2022.

Notes: Totals may not add up due to rounding.
Sources:
[1] Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.
[2] Percent of vehicle trips from Table 4.4 "Fleet Mix" in CalEEMod run (Appendix 3.2).
[3] Daily VMT found in Table 3.12-4 in Section 3.12, Transportation of this EIR. Multiplied by 365 to get annual VMT.
[4] Average Fuel Economy: U.S. Department of Energy 2018.
[5] One gallon of gasoline is equivalent to 120,286 Btu and used for Passenger Cars and Motorcycles. One gallon of diesel is equivalent to 137,381 Btu and is used for Light/Medium Trucks and Heavy Trucks/Other. Source available at: https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php

As mentioned in **Section 3.4.1**, the Plan Area would be served by SCE, which provided more than 65,000 GWh of electricity in 2020 for Los Angeles County. Future development under the Specific Plan would implement more stringent energy efficiency measures required pursuant to updated CALGreen requirements, reducing energy demand of buildings constructed in the Plan Area. Therefore, SCE would have sufficient supplies for development under the Specific Plan and would not place a significant demand on the electrical supply.

Estimated net increases for natural gas consumption for the Specific Plan would be approximately 62,372,080 Btu (or 624 thm) per year (**Appendix 3.2**). The Specific Plan's natural gas demand would be served by SoCalGas, which provided 2,936.68 MMthm in 2020 to L.A. County; therefore, SCG would have sufficient supplies for the project. Developments under the Specific Plan would be required to confirm the availability of electricity and natural gas service in conjunction with individual project review.

Forecast development under the Specific Plan would comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects.

Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the CEC, residential buildings meeting 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016

standards.[12] Non-residential buildings would use about 30 percent less energy compared to 2016 standards.[13] Furthermore, the Specific Plan would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase compliance with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by2045.

In conclusion, energy demand associated with the construction of development under the Specific Plan would be temporary and typical of construction projects and would not result in wasteful use of energy resources. The operation of anticipated development would increase the use of energy in the Plan Area due to the intensification of land use. However, the increase would be in conformance with the latest version of California's Green Building Standards Code and Building Energy Efficiency Standards. In addition, SCE and SoCalGas have sufficient supplies to serve the development forecast under the proposed Specific Plan. Therefore, the Specific Plan would not result in wasteful, inefficient, or unnecessary energy consumption. This impact would be less than significant.

Mitigation Measures

No mitigation measures required.

Impact EN-2 **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

Less than Significant Impact.

As discussed in **Section 3.4.2, Regulatory Setting,** SB 100 mandates 100 percent clean electricity for California by 2045. Because development constructed under the Specific Plan would be powered by the existing electricity grid, the Plan Area would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, as discussed under **Impact EN-1** above, future development constructed in the Specific Plan would be subject to more stringent energy efficiency standards pursuant to updated CALGreen requirements.

The City of Compton has not adopted any specific renewable energy or energy efficiency plan; however, as demonstrated under **Impact GHG-2**, the Specific Plan would be consistent with existing local policies

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12 California Energy Commission (CEC). 2018. 2019 Building Energy Efficiency Standards – Frequently Asked Questions. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed March 29, 2022.

13 Ibid.

contained in the City's General Plan intended to promote energy efficiency through renewable energy use and energy conservation measures. Furthermore, the Specific Plan itself contains goals and actions intended to promote energy efficiency, including Action 4.7, which seeks to promote the creation of green and solar roofs to reduce energy consumption of buildings and minimize GHG emissions. Therefore, the Specific Plan is consistent with and would not conflict with or obstruct a state plan or policies contained in the City's General Plan for renewable energy or energy efficiency; impacts would be less than significant.

Mitigation Measures

No mitigation measures required.

3.4.5 CUMULATIVE IMPACTS

The anticipated growth in the vicinity of the Plan Area, as described in **Section 3.0, Environmental Setting**, would incrementally increase local and regional energy demand. This cumulative increase could result in a strain on locally-available energy supplies or the need for energy infrastructure upgrades. However, as demonstrated under **Impact EN-1**, above, the Specific Plan would not result in wasteful, inefficient, or unnecessary energy consumption. The Specific Plan would involve construction of dense, mixed-use development in proximity to local and regional transit routes, as well as upgrades to and expansion of active transportation infrastructure to reduce VMT and, consequently, transportation energy demand. Furthermore, the Specific Plan itself includes policies intended to reduce energy consumption through building design and enhance the active transportation network. Therefore, while the Specific Plan and other planned and pending development would increase energy demand, the Specific Plan's contribution to potential cumulative energy impacts would not be considerable.

3.4.6 REFERENCES

California Energy Commission. 2016. *Energy Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed June 11, 2021.

California Energy Commission. *2016 Total Electric Generation*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation, accessed December 2, 2021.

California Energy Commission (CEC). 2017. Foreign Sources of Crude Oil Imports to California 20162017. Available at: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/foreign-sources-crude-oil-imports/foreign, accessed March 29, 2022.

California Energy Commission (CEC). 2018. 2019 Building Energy Efficiency Standards – Frequently Asked Questions. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed March 29, 2022.

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United States Energy Information Administration. *California Profile Data*. Available online at: https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures, accessed June 2021.

U.S. Energy Information Administration. British thermal units (Btu). Available at: https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php, accessed March 29, 2022.

3.5 GREENHOUSE GAS EMISSIONS

INTRODUCTION

This section discusses the global, national, and statewide conditions related to greenhouse gases (GHG) and global climate change. This section also provides a discussion of the applicable federal, state, regional, and local agencies that regulate, monitor, and control GHG emission, potential GHG impacts from implementation of the Specific Plan, and applicable mitigation measures. Calculations made to estimate GHG emissions associated with the Specific Plan and supporting technical data are found in ***Appendix 3.5*** *of this Environmental Impact Report (EIR).*

3.5.1 ENVIRONMENTAL SETTING

3.5.1.1 Global Climate Change

Global Climate Change Background

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, that lasts for an extended period (i.e., decades or longer).[1] Climate change may result from

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;

- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and

- human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The third bullet is the focus of climate change legislation. The natural process through which heat is retained in the troposphere[2] is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation is re-emitted by the Earth;

1 U.S. Environmental Protection Agency, "Glossary of Climate Change Terms," http://www.epa.gov /climatechange/glossary.html#Climate_change. 2010.

2 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

and (3) greenhouse gases (GHGs) in the atmosphere absorb or trap the long-wave radiation and re-emit it back towards the Earth and into space.

While water vapor and CO_2 are the most abundant GHG, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO_2 as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The use of GWP allows GHG emissions to be reported using CO_2 as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO_2e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO_2.

Greenhouse Gases

The compounds described below are GHGs subject to control under state law.[3] Water vapor is also a GHG; however, its concentration in the atmosphere is a function of temperature and vapor pressure and cannot be controlled by any known means; therefore, water vapor is not subject to control under state law.

- **Carbon Dioxide (CO_2)**. Carbon dioxide is primarily generated primarily by fossil fuel combustion from stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources over the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent.[4] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining the GWP of other GHGs. In 2004, 83.8 percent of California's GHG emissions were carbon dioxide.[5]

- **Methane (CH_4)**. Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation.[6] Methane is the

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3 All GWPs are given as 100-year GWP. Unless noted otherwise, all GWPs were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*. Cambridge (UK): Cambridge University Press, 1996.

4 U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2006 (EPA 430-R-08-005)*, (2008) 1-3.

5 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

6 U.S. Environmental Protection Agency, "Methane: Sources and Emissions," http://www.epa.gov/methane/sources.html. n.d.

primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.

- **Nitrous Oxide (N_2O)**. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

- **Hydrofluorocarbons (HFCs)**. HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs range from 140 for HFC-152a to 6,300 for HFC-236fa.

- **Perfluorocarbons (PFCs)**. Perfluorocarbons are compounds consisting of carbon and fluorine. They primarily are created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a GWP several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).[7] The GWPs of PFCs range from 5,700 to 11,900.

- **Sulfur Hexafluoride (SF_6)**. Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the IPCC with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio, as compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm]).[8]

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7 U.S. Department of Energy, Energy Information Administration, "Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride," http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html. n.d.

8 U.S. Environmental Protection Agency, "High GWP Gases and Climate Change," http://www.epa.gov/highgwp/scientific.html#sf6. n.d.

Effects of Global Climate Change

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[9] Climate change may result from:

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;

- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHGs and other gases to the atmosphere from volcanic eruptions); and

- human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

According to scientists, human activities have resulted in a change in global climate. The primary manifestation of global climate change has been a rise in the average global tropospheric temperature of 0.2 degree Celsius (°C) per decade, determined from meteorological measurements worldwide between 1990 and 2005.

The natural process through which heat is retained in the troposphere[10] is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a threefold process: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation is re-emitted by the Earth; and (3) GHGs in the upper atmosphere absorb or trap the long-wave radiation and re-emit it back towards the Earth and into space. This third process is the focus of current climate change policy because increased quantities of GHGs in the earth's atmosphere result in more of the long-wave radiation being trapped in the atmosphere.

While water vapor and carbon dioxide (CO_2) are the most abundant GHGs, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO_2 as the

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9 U.S. Environmental Protection Agency, "Glossary of Climate Change Terms," http://www.epa.gov/climatechange/glossary.html#Climate_change. 2010.

10 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface from 6 to 7 miles.

reference gas, which has a GWP of 1 over 100 years.[11] For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The use of GWP allows GHG emissions to be reported using CO_2 as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as "carbon dioxide equivalents" (CO_2e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO_2.

The impacts of climate change have been documented by the Office of Environmental Health Hazard Assessment (OEHHA), which includes the following changes that are already occurring:[12,13]

- A recorded increase in annual average temperatures as well as increases in daily minimum and maximum temperatures.
- An increase in the occurrence of extreme events, including wildfire and heat waves.
- A reduction in spring runoff volumes, as a result of declining snowpack.
- A decrease in winter chill hours, necessary for the production of high-value fruit and nut crops.
- Changes in the timing and location of species sightings, including migration upslope of flora and fauna, and earlier appearance of Central Valley butterflies.

In addition to this, California's recent drought incited land subsidence, pest invasions that killed over 100 million trees, and water shortages. The total statewide economic cost of the 2014 drought was estimated at $2.2 billion, with a total loss of 17,100 jobs.[14] An analysis of water usage between 1990 and 2012 showed that while California's energy policies have supported climate mitigation efforts, the performance of these policies have increased vulnerability to climate impacts.[15]

According to the U.S. Forest Service National Insect and Disease Forest Risk Assessment,[16] California is at risk of losing 12 percent of the total area of forests and woodlands in the State due to insects and disease, or over 5.7 million acres. While future climate change is not modeled within the risk assessment,

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11 All GWPs are given as 100-year GWP. Unless noted otherwise, all GWPs were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*. Cambridge (UK): Cambridge University Press, 1996

12 OEHHA, *Indicators of Climate Change in California*. https://oehha.ca.gov/climate-change/document/indicators-climate-change-california

13 California Air Resources Board, *California's 2017 Climate Change Scoping Plan.* November 2017.

14 Howitt, R., Medellin-Azuara, J., MacEwan, D., Lund, J., and Summer, D. *Economic Analysis of 2014 Drought for California Agriculture.* 2014.

15 Fulton, J., and Cooley, H., *The Water Footprint of California's Energy System, 1990-2012.* 2015.

16 U.S. Forest Service, *2013-2027 National Insect and Disease Forest Risk Assessment.* January 2014.

and current drought conditions are not accounted for in these estimates, the projected climate changes over a 15-year period (2013-2027) are expected to significantly increase the number of acres at risk and will increase the risk from already highly destructive pests such as the mountain pine beetle. A recent aerial survey by the U.S. Forest Service identified more than 100 million dead trees in California.[17]

The warming climate also causes sea level rise by warming the oceans which causes water to expand, and by melting land ice which transfers water to the ocean. Sea level rise is expected to magnify the adverse impact of any storm surge and high waves on the California coast. As temperatures warm and GHG concentrations increase more carbon dioxide dissolves in the ocean, making it more acidic. More acidic ocean water affects a wide variety of marine species, including species that people rely on for food.[18]

While more intense dry periods are anticipated under warmer conditions, increased extreme wet conditions are also expected to increase due to more frequent warm, wet atmospheric river events and a higher proportion of precipitation falling as rain instead of snow. In recent years, atmospheric rivers have also been recognized as the cause of the large majority of major floods in rivers all along the U.S. West Coast and as the source of 30-50 percent of all precipitation in the same region.[19] These extreme precipitation events, together with the rising snowline, often cause devastating floods in major river basins (e.g., California's Russian River). Looking ahead, the frequency and severity of atmospheric rivers on the U.S. West Coast will increase due to higher atmospheric water vapor that occurs with rising temperature, leading to more frequent flooding.[20,21]

As GHG emissions continue to accumulate and climate disruption grows, such destructive events will become more frequent. Several recent studies project increased precipitations within hurricanes over ocean regions.[22,23] The primary physical mechanism for this increase is higher water vapor in the warmer atmosphere, which enhances moisture convergence in a storm for a given circulation strength. Since hurricanes are responsible for many of the most extreme precipitation events, such events are likely

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17 U.S. Department of Agriculture, *New Aerial Survey Identifies More Than 100 Million Dead Trees in California.* November 2016.

18 California Air Resources Board, *California's 2017 Climate Change Scoping Plan.* November 2017.

19 American Meteorological Society, *Atmospheric Rivers as Drought Busters on the U.S. West Coast,* April 2013.

20 Hagos, S., Leung, L.R., Yoon, JH., Lu, J., and Gao, Y., *A projection of changes in landfalling atmospheric river frequency and extreme precipitation over western North America from the Large Ensemble CESM simulations.* January 2016.

21 Payne, Ashley and Magnusdottir, Gudrun, *An Evaluation of Atmospheric Rivers over the North Pacific in CMIP5 and their response to warming under RCP 8.5.* November 2015.

22 Easterling, D.R., Kunkel, K.E., Wehner, M.F., and Sun, L., *Detection and Attribution of Climate Extremes in the Observed Record.* March 2016.

23 National Academies of Sciences, Engineering, and Medicine, *Attribution of Extreme Weather Events in the Context of Climate Change.* 2016.

to become more extreme. Anthropogenic warming by the end of the 21st century will likely cause tropical cyclones globally to become more intense on average. This change implies an even larger percentage increase in the destructive potential per storm, assuming no changes in storm size.[24,25] Thus, the historical record, which once set our expectations for the traditional range of weather and other natural events, is becoming an increasingly unreliable predictor of the conditions we will face in the future. Consequently, the best available science must drive effective climate policy.[26]

California is committed to further supporting new research on ways to mitigate climate change and how to understand its ongoing and projected impacts. California's Fourth Climate Change Assessment and Indicators of Change Report will further update our understanding of the many impacts from climate change in a way that directly informs State agencies' efforts to safeguard the State's people, economy, and environment.[27,28]

Together, historical data, current conditions, and future projections provide a picture of California's changing climate, with two important messages:

- Change is already being experienced and documented across California, and some of these changes have been directly linked to changing climatic conditions.

- Even with the uncertainty in future climate conditions, every scenario estimates further change in future conditions.

It is critical that California continue to take steps to reduce GHG emissions in order to avoid the worst of the projected impacts of climate change. At the same time, the State is taking steps to make the State more resilient to ongoing and projected climate impacts as laid out by the Safeguarding California Plan.29 The Safeguarding California Plan was updated in 2018 to present new policy recommendations and provide a roadmap of all the actions and next steps that state government is taking to adapt to the ongoing and

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24 Sobel, A.H., Camargo, S.J., Hall, T.M., Lee, C-Y., Tippett, M.K., and Wing, A.A., *Human Influence on Tropical Cyclone Intensity*. 2016.

25 Kossin, James P., NOAA/National Centers for Environmental Information, *Past and Projected Changes in Western North Pacific Tropical Cyclone Exposure*. July 2016.

26 California Air Resources Board, *California's 2017 Climate Change Scoping Plan.* November 2017.

27 California's Fourth Climate Change Assessment. http://resources.ca.gov/climate/safeguarding/research/

28 OEHHA, *Indicators of Climate Change in California*. https://oehha.ca.gov/climate-change/document/indicators-climate-change-california

29 California Natural Resources Agency, *Safeguarding California and Climate Change Adaption Policy*, http://resources.ca.gov/climate/safeguarding/

inevitable effects of climate change.[30] California's continuing efforts are vital steps toward minimizing the impact of GHG emissions and a three-pronged approach of reducing emissions, preparing for impacts, and conducting cutting-edge research can serve as a model for action.[31]

Global Greenhouse Gas Emissions Inventory

Worldwide anthropogenic GHG emissions for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I) are tracked through the year 2014. The sum of the top five GHG producing nations (plus the European Union) totaled approximately 28,870 million metric tons of CO_2 equivalents ($MMTCO_2e$).[32,33] It should be noted that global emissions inventory data are not all from the same year and may vary depending on the source of the emissions inventory data.[34] The top five countries and the European Union accounted for approximately 63 percent of the total global GHG emissions according to the most recently available data (see **Table 3.5-1, Top Five GHG Producer Countries and the European Union [Annual]**). The GHG emissions in more recent years may differ from the inventories presented in **Table 3.5-1**; however, the data is representative of currently available global inventory data.

30 California Natural Resources Agency. *Safeguarding California Plan: 2018 Update*. Available online at: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. January 2018.

31 California Air Resources Board, *California's 2017 Climate Change Scoping Plan.* November 2017.

32 World Resources Institute, "Climate Analysis Indicators Tool (CAIT)," cait.wri.org/historical/Country%20GHG%20Emissions?indicator[]=Total%20GHG%20Emissions%20Excluding%20Land-Use%20Change%20and%20Forestry&year[]=2014&sortIdx=NaN&sortDir=asc&chartType=geo.

33 The CO_2 equivalent emissions commonly are expressed as "million metric tons of carbon dioxide equivalent ($MMTCO_2E$)." The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP, such that $MMTCO_2E$ = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for methane is 21. This means that the emission of one million metric tons of methane is equivalent to the emission of 21 million metric tons of CO_2.

34 The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2005 data, the United Nations Framework Convention on Climate Change (UNFCCC) data for the most recent year were used. United Nations Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," http://unfccc.int/ghg_emissions_data/ghg_data_from_unfccc/time_series_annex_i/ items/3841.php and "Flexible GHG Data Queries" with selections for total GHG emissions excluding LULUCF/LUCF, all years, and non-Annex I countries, http://unfccc.int/di/FlexibleQueries/Event.do?event= showProjection. n.d.

Table 3.5-1
Top Five GHG Producer Countries and the European Union (Annual)

Top Emitting Countries	2014 GHG Emissions ($MMTCO_2e$)
China	11,912
United States	6,371
European Union (EU), 28 Member States	4,054
India	3,080
Russia	2,138
Japan	1,315

Source: World Resources Institute, "Climate Analysis Indicators Tool (CAIT)," http://cait.wri.org/. 2017 Excludes emissions and removals from land use, land-use change, and forestry (LULUCF).
Note: Emissions are based on 2014 data.

As noted in **Table 3.5-1**, the US was the number two producer of global GHG emissions in 2014. The primary GHG emitted by human activities in the US was CO_2, representing approximately 82 percent of total GHG emissions.[35] Carbon dioxide from fossil fuel combustion, the largest source of GHG emissions, accounted for approximately 76 percent of US GHG emissions.[36]

Global Ambient CO_2 Concentrations

To determine the global atmospheric variation of CO_2, CH_4, and N_2O from before the start of industrialization, air trapped by ice has been extracted from core samples taken from polar ice sheets. For the period from around 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration to 391 ppm in 2011, which represents an exceedance of 1750 levels by approximately 40 percent.[37] Global CH_4 and N_2O concentrations show similar increases for the same period (see **Table 3.5-2, Comparison of Global Pre-Industrial and 2011 GHG Concentrations**).

35 Ibid.

36 Ibid.

37 IPCC, *Climate Change 2013 The Physical Science Basis.* 2013.

Table 3.5-2
Comparison of Global Pre-Industrial and 2011 GHG Concentrations

Greenhouse Gas	Early Industrial Period Concentrations[1]	Natural Range for Last 650,000 Years[1]	2011 Concentrations[2]
Carbon Dioxide (CO_2)	280 ppm	180 to 300 ppm	391 ppm
Methane (CH_4)	715 ppb	320 to 790 ppb	1,803 ppb
Nitrous Oxide (N_2O)	270 ppb	NA	324 ppb

Source:
[1] Intergovernmental Panel on Climate Change (IPCC), Climate Change 2007: The Physical Science Basis, Summary for Policymakers 2007. [2] IPCC. Summary for Policy Makers. Inc., Climate Change 2013 The Physical Science Basis. 2013.
ppm=parts per million; ppb=parts per billion.

State of California Greenhouse Gas Emissions Inventory

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2017 GHG inventory data (i.e., the latest year for which data are available), California emitted 424.1 $MMTCO_2e$ including emissions resulting from imported electrical power in 2017.[38] Based on the GHG inventories compiled by the World Resources Institute,[39] California's total statewide GHG emissions rank second in the US (Texas is number one with 874 $MMTCO_2e$) with emissions of 455 $MMTCO_2e$ in 2014.[40]

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 3.5-3, GHG Emissions in California**, provides a summary of GHG emissions reported in California in 2000 and 2017 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

Between 2000 and 2018, the population of California grew by approximately 5.6 million, from 33.9 to 39.5 million.[41] This represents an increase of approximately 14 percent from 2000 population levels. In addition, the California economy, measured as gross state product, grew from $1.4 trillion in 2000 to

38 California Air Resources Board, "California Greenhouse Gas 2000-2017 Inventory - by IPCC Category," https://ww3.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_ipcc_sum_2000-17.pdf, 2019.

39 World Resources Institute, U.S. State Emissions Explorer Tool, 2017. http://cait.wri.org/

40 Ibid.

41 U.S. Census Bureau, "Explore Census Data," https://data.census.gov/cedsci/.

$2.97 trillion in 2018, doubling the 2000 gross state product.[42] Despite the population and economic growth, California's net GHG emissions decreased by approximately 10 percent. The California Energy Commission (CEC) attributes decrease in GHG emissions to the success of California's renewable energy programs and its commitment to clean air and clean energy.

Table 3.5-3
GHG Emissions in California

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2017 ($MMTCO_2e$)	Percent of Total
Energy	**413.8**	**87.84%**	**348.9**	**82.27%**
Energy Industries	159.12	--	109.66	--
Manufacturing Industries & Construction	22.75	--	19.88	--
Transport	179.13	--	168.93	--
Other Sectors (Residential/Commercial/Institutional)	44.67	--	41.24	--
Fugitive Emissions from Solid Fuels	0.04	--	0.02	--
Fugitive Emissions from Oil & Natural Gas	6.89	--	8.20	--
Fugitive Emissions from Geothermal Energy Production	1.13	--	0.93	--
Pollution Control Devices	0.11	--	0.05	--
Industrial Processes & Product Use	**19.60**	**4.16%**	**33.6**	**7.92%**
Mineral Industry	5.60	--	4.93	--
Chemical Industry	0.06	--	0.00	--
Non-Energy Products from Fuels & Solvent Use	3.30	--	1.88	--
Electronics Industry	0.20	--	0.17	--
Substitutes for Ozone Depleting Substances	5.57	--	19.64	--
Other Product Manufacture and Use	1.52	--	1.18	--
Other	3.31	--	5.81	--
Agriculture, Forestry, & Other Land Use	**28.40**	**6.03%**	**30.70**	**7.24%**
Livestock	19.12	--	22.68	--
Aggregate Sources & Non-CO_2 Sources on Land	9.27	--	8.07	--
Waste	**9.30**	**1.97%**	**10.80**	**2.55%**
Solid Waste Disposal and Biological Treatment	7.22	--	8.54	--
Biological Treatment of Solid Waste	0.13	--	0.35	--
Wastewater Treatment & Discharge	1.93	--	1.94	--
Emissions Summary				
Gross California Emissions	471.1		424.1	

Sources: [1] California Air Resources Board, "California Greenhouse Gas 2000-2017 Inventory - by IPCC Category," https://ww3.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_ipcc_sum_2000-17.pdf, 2019.

42 California Department of Finance, "Financial & Economic Data: Gross Domestic Product, California," http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/, accessed 2017. Amounts are based on current dollars as of the data of the report (April 2018).

Specific Plan Area Greenhouse Inventory (Existing Conditions)

The Specific Plan Area encompasses approximately 575.5 acres within a radius of approximately one-half mile around the Metro A Line Compton Station. The Plan Area, located in the center of the City, encompasses the historic and current heart of Compton. The Plan Area includes a wide range of land uses including commercial, hotel, office, residential, industrial, institutional, and open space. GHG emissions generated by the existing land uses in the Plan Area are primarily generated by mobile sources (motor vehicles), energy use (electricity and natural gas), area sources, water demand, and generation of solid waste and wastewater. Existing Plan Area GHG emissions were calculated using CalEEMod and are presented below in **Table 3.5-4, Existing Specific Plan Area GHG Emissions**.

Table 3.5-4
Existing Specific Plan Area GHG Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Area Sources	61.60
Energy Sources	17,289.78
Mobile Sources	95,857.84
Waste Sources	6,275.21
Water Sources	3,126.12
Total Existing GHG Emissions	**122,610.54**

*Source: Impact Sciences, Inc. See **Appendix 3.5** for CalEEMod data. Column total does not add exactly due to model rounding.*

3.5.2 REGULATORY FRAMEWORK

3.5.2.1 Federal Regulations

Global Change Research Act (1990)

In 1990, Congress passed, and the President signed Public Law 101-606, the Global Change Research Act. The purpose of the legislation was: "…to require the establishment of a United States Global Change Research Program aimed at understanding and responding to global change, including the cumulative effects of human activities and natural processes on the environment, to promote discussions towards international protocols in global change research, and for other purposes." To that end, the Global Change Research Information Office was established in 1991 to serve as a clearinghouse of information.

The Act requires a report to Congress every four years on the environmental, economic, health and safety consequences of climate change; however, the first and only one of these reports to date, the National Assessment on Climate Change, was not published until 2000. In February 2004, operational responsibility for GCRIO shifted to the U.S. Climate Change Science Program.

Supreme Court Ruling

The US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S.Ct. 1438 (2007)*, that carbon dioxide and other greenhouse gases are pollutants under the Federal Clean Air Act (CCA), which the US Environmental Protection Agency (U.S. EPA) must regulate if it determines they pose an endangerment to public health or welfare.

U.S. EPA Endangerment Finding

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act (42 USC Section 7521):

- **Endangerment Finding**: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce greenhouse gas emissions as a result. First, the Act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022. Second, it increased Corporate Average Fuel Economy (café) Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light trucks by 2020. Third, the adopted bill includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

EPA Reporting Rule

The US Environmental Protection Agency (U.S. EPA) adopted a mandatory GHG reporting rule in September 2009. The rule would require suppliers of fossil fuels or entities that emit industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the U.S. EPA beginning in 2011 (covering the 2010 calendar year emission). Vehicle and engine manufacturers were required to begin reporting GHG emissions for model year 2011.

Fuel Economy Standards

On September 15, 2009, the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reductions requirements. The proposed new CAFE Standards would cover automobiles for model years 2012 through 2016 and would require passenger cars and light trucks to meet a combined, per mile, carbon dioxide emissions level. It was estimated that by 2016, this GHG emissions limit could equate to an overall light-duty vehicle fleet average fuel economy of as much as 35.5 miles per gallon. The proposed standards would require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile under U.S. EPA's GHG program.

On November 16, 2011, U.S. EPA and NHTSA issued a joint proposal to extend the national program of harmonized GHG and fuel economy standards to model year (MY) 2017 through 2025 passenger vehicles. In August 2012, President Obama finalized standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by MY 2025.

On January 12, 2017, U.S. EPA Administrator Gina McCarthy signed her determination to maintain the GHG emissions standards for model year (MY) 2022-2025 vehicles. Her final determination found that automakers are well positioned to meet the standards at lower costs than previously estimated.

On March 15, 2017, the new U.S. EPA Administrator Scott Pruitt and Department of Transportation Secretary Elaine Chao announced that U.S. EPA intended to reconsider the final determination, issued on January 12, 2017, that recommended no change to the greenhouse gas standards for light duty vehicles for model years 2022- 2025.

On April 2, 2018, the Administrator signed the Mid-term Evaluation Final Determination which finds that the model year 2022-2025 greenhouse gas standards are not appropriate in light of the record before the U.S. EPA and, therefore, should be revised.

On September 19, 2019, President Trump announced the "One Nation Program Rule," which will enable the federal government to provide nationwide uniform fuel economy and greenhouse gas emission standards for automobiles and light duty trucks. The rule determines that only the federal government may set fuel economy standards, and state and local governments may not establish their own separate fuel economy standard, repealing California's 2013 Clean Air Act waiver.

Heavy-Duty Vehicle Program

In May 2010, President Barack Obama issued a Presidential Memorandum Regarding Fuel Efficiency Standards requesting that U.S. EPA and National Highway Traffic Safety Administration (NHTSA) take additional coordinated steps to produce a new generation of clean vehicles. In response, U.S. EPA and NHTSA adopted regulations governing Medium- and Heavy-Duty Greenhouse Gas Emissions and Fuel Efficiency (title 40, Code of Federal Regulations, Chapter I) on September 15, 2011 (most recently amended on August 16, 2013) to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014 through model year 2018. On February 18, 2014, the President directed the U.S. EPA and NHTSA to set the next round of fuel efficiency standards for Medium- and heavy-duty vehicles (beyond model year 2018) that will build on the existing standards to further reduce fuel consumption through the application of advanced cost-effective technologies and continue to improve the efficiency of moving goods across the United States. In October 2016, U.S. EPA

and NHTSA adopted Phase 2 GHG and fuel efficiency standards for medium- and heavy-duty engines and vehicles.[43]

Clean Power Plan

In 2015, U.S. EPA published the Clean Power Plan (80 Fed. Reg. 64661, October 23, 2015). The Clean Power Plan sets achievable standards to reduce CO_2 emissions by 32 percent from 2005 levels by 2030. This Plan establishes final emissions guidelines for states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired electric generating units (EGUs). Specifically, U.S. EPA is establishing: (1) CO_2 emission performance rates representing the best system of emission reduction (BSER) for two subcategories of existing fossil-fuel-fired EGUs, fossil-fuel-fired electric utility steam generating units and stationary combustion turbines; (2) state-specific CO_2 goals reflecting the CO_2 emission performance rates; and (3) guidelines for the development, submittal and implementation of state plans that establish emission standards or other measures to implement the CO_2 emission performance rates, which may be accomplished by meeting the state goals. This final rule would continue progress already under way in the United States to reduce CO_2 emissions from the utility power sector. On February 9, 2016, the Supreme Court (Order No. 15A773) stayed implementation of the Clean Power Plan pending judicial review. In addition, U.S. EPA is currently proposing to repeal the Clean Power Plan after completing a thorough review as directed by the Executive Order on Energy Independence (as discussed below). In sum, the Clean Power Plan continues to face multiple legal challenges and its future is uncertain.

Executive Order on Energy Independence

On March 28, 2017, President Donald Trump signed Executive Order 13783, "Promoting Energy Independence and Economic Growth," which calls for:

- Review of the Clean Power Plan

- Review of the 2016 Oil and Gas New Source Performance Standards for New, Reconstructed, and Modified Sources

- Review of the Standards of Performance for GHG Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Generating Units

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43 U.S. Environmental Protection Agency. *Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2*. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency#rule-history, accessed May 13, 2019.

- Withdrawal of Proposed Rules: Federal Plan Requirements for GHG Emissions From Electric Utility Generating Units Constructed on or Before January 8, 2014; Model Trading Rules; Amendments to Framework Regulations; and Clean Energy Incentive Program Design Details

Affordable Clean Energy Rule

The U.S. EPA issued the Affordable Clean Energy (ACE) rule on June 19, 2019 in order to replace the Clean Power Plan. The ACE rule establishes emissions guidelines for states to use when developing plans to limit carbon dioxide at coal-fired power plants. Specifically, the ACE rule aims at improving the heat rate as the best system of emissions reductions for carbon dioxide at coal-fired power plants and these improvements can be made at individual facilities. States will have three years to submit plans. The EPA estimates that the ACE rules will result in a reduction of CO_2 emissions from the electricity sector by as much as 35% below 2005 levels by 2030.[44]

3.5.2.2 State Regulations

Title 24 Building Standards Code

The California Energy Commission first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations (the "CCR"), is commonly referred to as the CALGreen Code. CALGreen was added to Title 24 to represent base standards for reducing water use, recycling construction waste, and reducing polluting materials in new buildings. In contrast, Title 24 focuses on promoting more energy-efficient buildings and considers the building envelope, heating and cooling, water heating, and lighting restrictions. The first edition of the CALGreen Code in 2008 contained only voluntary standards. The 2010 edition included mandatory requirements for state-regulated buildings and structures throughout California, including requirements for construction site selection, storm water control during construction, construction waste

44 U.S. Environmental Protection Agency. *Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2*. Available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency#rule-history, accessed May 13, 2019.

reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The most recent 2019 CALGreen Code became effective January 1, 2020 and includes new requirements for residential and non-residential development.

Assembly Bill 1493

In response to the transportation sector's contribution of more than half of California's CO_2 emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 requires CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation. However, before these regulations go into effect, the U.S. EPA must grant California a waiver under the federal CAA, which ordinarily preempts state regulation of motor vehicle emission standards. On June 30, 2009, the U.S. EPA formally approved California's waiver request. However, in light of the September 15, 2009 announcement by the U.S. EPA and NHTSA regarding the national program to reduce vehicle GHG emissions, California—and states adopting California emissions standards—have agreed to generally defer to the proposed national standard through model year 2016 if granted a waiver by the U.S. EPA. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO_2 emissions beyond 2016 (referred to as Phase II standards). The Phase II standards are currently in development for the 2017-2025 model years.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency (Cal EPA) formed a Climate Action Team ("CAT") that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The Team reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[45] Furthermore, the report provided to then Governor Schwarzenegger, indicated that smart land use and increased transit availability should be a priority in

[45] California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

the State of California.[46] According to the California Climate Action Team, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Assembly Bill 32

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 requires the State to undertake several actions—the major requirements are discussed below.

CARB Early Action Measures

CARB is responsible for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32—the reduction of California's GHG emissions to 1990 levels by 2020. The first action under AB 32 resulted in CARB's adoption of three early action greenhouse gas emission reduction measures on June 21, 2007. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. CARB has adopted regulations for all early action measures. The early action measures are divided into three categories:

- Group 1 - GHG rules for immediate adoption and implementation;
- Group 2 - Several additional GHG measures under development; and
- Group 3 - Air pollution controls with potential climate co-benefits.

The original three adopted early action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include:

- A low-carbon fuel standard to reduce the "carbon intensity" of California fuels;
- The reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of "do-it-yourself" automotive refrigerants; and

46 California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 57.

- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

- The additional six early action regulations adopted on October 25, 2007, also meeting the narrow legal definition of "discrete early action GHG reduction measures," include:

- The reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology;

- The reduction of auxiliary engine emissions of docked ships by requiring port electrification;

- The reduction of perfluorocarbons from the semiconductor industry;

- The reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products);

- The requirement that all tune-up, smog check and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency; and

- The restriction on the use of sulfur hexafluoride from non-electricity sectors if viable alternatives are available.

AB 32 Climate Change Scoping Plan

As indicated above, AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. After receiving public input on their discussion draft of the Proposed Scoping Plan released in June 2008, CARB released the Climate Change Proposed Scoping Plan in October 2008 that contains an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits. The CARB Governing Board approved the Scoping Plan on December 11, 2008. Key elements of the Scoping Plan include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.

- Achieving a statewide renewable energy mix of 33 percent.

- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system.

- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets.

- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.

- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Under the Scoping Plan, approximately 85 percent of the state's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereas the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reduction from this cap-and-trade program will account for a large portion of the reductions required by AB 32.

In 2017, CARB released an updated Scoping Plan in order to establish a framework of reduction policies and plans in order to meet the state's 2030 GHG reductions set in Senate Bill 32 (see discussion below). This Scoping Plan builds on and integrates efforts already underway to reduce the State's GHG, criteria air pollutant, and toxic air contaminant emissions. The existing plan has put California on track to achieve the 2020 target. Programs such as the Low Carbon Fuel Standard and Renewable Portfolio Standard are delivering cleaner fuels and energy, the Advanced Clean Cars Program has put more than a quarter million clean vehicles on the road, and the Sustainable Freight Action Plan will result in efficient and cleaner systems to move goods throughout the State. Enhancing and implementing these ongoing efforts puts California on the path to achieving the 2030 target. This Scoping Plan relies on these, and other, foundational programs pairs with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits.[47]

Senate Bill 375

The California Legislature passed Senate Bill 375 (SB 375) on September 1, 2008, and SB 375 was signed by former Governor Schwarzenegger and chaptered into law on September 30, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional

47 California Air Resources Board. 2017. *California's 2017 Climate Change Scoping Plan*. Available online at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed March 9, 2020.

greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. CARB must provide each MPO with its reduction target by September 30, 2010. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

In accordance with SB 375, on January 23, 2009, CARB appointed a Regional Targets Advisory Committee (RTAC) to provide recommendations and methodologies to be used in the target setting process. The RTAC provided its recommendations in a report to CARB on September 29, 2009. On August 9, 2010, CARB staff issued the *Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*.[48] CARB staff proposed draft reduction targets for the four largest MPOs (Bay Area, Sacramento, Southern California, and San Diego) of 7 to 8 percent for 2020 and reduction targets between 13 to 16 percent for 2035. For the Southern California Association of Governments (SCAG), which is the MPO for the region the proposed project is located; CARB established a draft target of 8 percent for 2020 and 13 percent for 2035, subject to SCAG Board approval. CARB staff proposed a draft reduction target for the combined San Joaquin Valley MPOs of 5 percent for 2020 and 10 percent for 2035, acknowledging that the growth rate in the San Joaquin Valley is projected to be double that of most other areas of California. The remaining six MPOs represent about 5 percent of both the State's greenhouse gas emissions and vehicle miles traveled from passenger vehicles. For these MPOs, CARB staff is proposing to use the most current greenhouse gas per capita projections from each MPO, adjusted for the impacts of the recession, as the basis for individual MPO targets for this first target-setting cycle. This approach allows the focus of this first target-setting cycle to appropriately remain on the largest and fastest growing regions of the state. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and low carbon fuel standard regulations. As indicated above, CARB was required to adopt the final targets by September 30, 2010. However, further discussion on the draft targets was requested by SCAG, with an additional meeting occurring and SCAG approving the draft targets in February 2011. The draft targets were finalized by Executive Order on February 15, 2011.

48 California Air Resources Board, *Staff Report: Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*, (2010).

California Climate Action Registry

The California Climate Action Registry (CCAR) is a private non-profit organization formed by the State of California that serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. Senate Bill 1771 (SB 1771, Sher) formally established the CCAR with technical changes made to the statute in SB 527, which finalized the structure of the CCAR. The CCAR began with 23 charter members and currently has over 300 corporations, universities, cities and counties, government agencies and environment organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the CCAR protocols. The CCAR has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the CCAR.

Due to the growth of the CCAR, it now operates under the Climate Action Reserve,[49] which is a national offsets program for the United States carbon market. As part of this transition, the California Climate Action Registry was instrumental in establishing The Climate Registry, with the mission of expanding the California Registry's emissions reporting work to include all of North America.[50] Emissions inventory reporting is being transitioned to The Climate Registry, and reports for the 2009 reporting year will be the last the California Registry will accept. However, even after that year, the California Registry will continue to represent its members' emissions reports to the state of California.

Senate Bill 32 (SB 32) and AB 197

On September 8, 2016, California signed into law Senate Bill 32 (SB 32), which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 was passed with companion legislation AB 197 Chapter 250, Statutes of 2016), which provides greater legislative oversight of CARB's GHG regulatory programs, requires CARB to account for the social costs of GHG emissions, and establishes a legislative preference for direct reductions of GHG emissions.

In November 2017, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Update), which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.[51] The 2030 target is intended to ensure that

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49 Additional information about the Climate Action Reserve may be obtained at the following website: http://www.climateactionreserve.org/.

50 Additional information about The Climate Registry may be obtained at the following website: http://www.theclimateregistry.org/.

51 CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

The 2017 Update identifies key sectors of the implementation strategy, which includes improvements in low carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 $MMTCO_2e$, and that further commitments will need to be made to achieve an additional reduction of 50 $MMTCO_2e$ beyond current policies and programs. Key elements of the 2017 Update include a proposed 20 percent reduction in GHG emissions from refineries and an expansion of the Cap-and-Trade program to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2050 limit set forth by E.O. B-30-15. For the transportations sector, the 2017 Update indicates that while most of the GHG reductions will come from technologies and low carbon fuels, a reduction in the growth of vehicle miles traveled (VMT) is also needed. The 2017 Update indicates that stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. It notes that there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals. The 2017 Update recommends that local governments consider policies to reduce VMT, including: land use and community design that reduces VMT; transit-oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities.

Senate Bill 1383 (SB 1383)-Short Lived Climate Pollutants

Short-lived climate pollutants (SLCP) SLCPs include black carbon (soot), methane, and fluorinated gases (F-gases). SB 1383 of 2016 (Chapter 395, Statutes of 2016) sets forth legislative direction for control of SLCPs. It requires CARB, no later than January 1, 2018, to approve and begin implementing its SLCP strategy to achieve the following reductions in emissions by 2030 compared to 2013 levels: methane by 40 percent, hydrofluorocarbons by 40 percent, and black carbon (non-forest) by 50 percent. The bill also specifies targets for reducing organic waste in landfills. SB 1383 also requires CARB to adopt regulations to be implemented on or after January 1, 2024 specific to the dairy and livestock industry, requiring a 40 percent reduction in methane emissions below 2013 levels by 2030, if certain conditions are met. Lastly, the bill requires CalRecycle to adopt regulations to take effect on or after January 1, 2022 to achieve specified targets for reducing organic waste in landfills.

3.5.2.3 Regional Regulations

South Coast Air Quality Management District (SCAQMD)

The SCAQMD convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members included government agencies implementing CEQA and representatives from stakeholder groups that provides input on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where the SCAQMD is lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of CO_2 equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources.[52]

The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions that recommended a screening threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects. Additionally, the Working Group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended area-wide or plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan-level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not established a timeline for formal consideration of these thresholds.[53] In the meantime, the project level thresholds can be used as a non-binding guide.[54]

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the project.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional

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52 SCAQMD. 2008. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plan*. Available online at: SCAQMD convened a GHG CEQA Significance Threshold Working Group, accessed November 21, 2019.

53 SCAG, *2016 RTP/SCS Draft Program Environmental Impact Report.* December 2015.

54 SCAQMD. 2010. *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*. Available online at: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2, accessed November 21, 2019.

Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans (SCAG 2018).

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. SCAG adopted its current RTP/SCS in September 2020.

City of Compton General Plan

Air Quality Element

Air Quality Element Goal 1. Reduce automobile use.

Policy 1.2: The City of Compton will implement programs that reduce automobile use by City residents.

Policy 1.3: The City of Compton will ensure that new large-scale developments incorporate features that facilitate alternative forms of transportation.

Policy 1.4: The City of Compton will increase ridership on the local transit system making it more user-friendly by providing safe, attractive place to wait that include route maps.

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

Policy 3.1: The City of Compton will support economic development policies which promote opportunities for business attraction within the City.

Policy 3.2: The City of Compton will support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.

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

Policy 4.1. The City of Compton will support the use of energy-efficient equipment and design in City facilities and infrastructure.

Policy 4.2: The City of Compton will encourage incorporation of energy features, including passive solar, in the construction and rehabilitation of new and existing structures.

Circulation Element

Circulation Element Goal 1. Participate in regional transportation planning efforts to support consistency with the goals of the City's General Plan.

Policy 1.1: The City of Compton will participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.

Circulation Element Goal 3. Improve infrastructure for public transportation, bicycle, and pedestrian transportation modes.

Policy 3.4.: The City of Compton will encourage 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

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

Policy 7.1. The City of Compton will require new residential construction to comply with State and local building code insulation and energy conservation standards.

Policy 7.4. The City of Compton will encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

Health Element

Health Goal 12. Provide for a reduction in localized air pollution and Greenhouse Gas emissions in the City of Compton to promote healthier lifestyles.

Health Policy 12.3: The City will examine ways to reduce pollution from existing industrial businesses while maintaining economic development, including studying city-sponsored incentives that promote encourage "green" industrial development and the installation of manufacturing or other industrial equipment that reduces pollution.

3.5.3 THRESHOLDS OF SIGNIFICANCE

In accordance with *State CEQA Guidelines* (Appendix G), the following significance threshold criteria should be used to evaluate the potential GHG impacts of proposed projects. The project would have a significant GHG emissions impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the City nor the SCAQMD have adopted GHG significance thresholds applicable to the Specific Plan. While the SCAQMD has adopted significance thresholds for industrial-type projects for which it is the lead agency under CEQA,[55] those industrial thresholds are not applicable to the Specific Plan. In the absence of adopted thresholds and pursuant to *CEQA Guidelines* Section 15064.4, the City has the discretion to use a significance threshold relevant to the Specific Plan. *CEQA Guidelines* Section 15064.4 is stated below:

> *Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.*
>
> *(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good- faith effort, based to the extent possible on scientific and factual data, to describe,*

[55] SCAQMD, *SCAQMD Air Quality Significance Thresholds*, 2019.

calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Quantify greenhouse gas emissions resulting from a project; and/or

(2) Rely on a qualitative analysis or performance based standards.

(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

> *(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.*

Based on these considerations, the Specific Plan would have a significant GHG emissions impact if it would conflict with the state's laws and programs to address climate change (i.e., AB 32, SB 32, and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP); and local plans and policies to address climate change (i.e., City of Compton General Plan).

3.5.4 METHODOLOGY

GHG emissions were calculated with the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. Operational GHG emissions result from both direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions. Consistent with SCAQMD recommendations, construction emissions were amortized over a thirty-year period and added to the annual operational emissions to determine the Specific Plan's annual GHG emissions.

3.5.5 ENVIRONMENTAL IMPACTS

Impact GHG-1 **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

Less Than Significant Impact.

Construction Emissions

For purposes of this analysis, it is estimated that the Specific Plan buildout could be constructed in approximately 30 months.[56] While it is understood that implementation of the Specific Plan will occur with numerous individual projects being built through the horizon year of 2040 and that smaller individual construction projects may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential of the Specific Plan. Please refer to

[56] Buildout of the Specific Plan does not assume full buildout to zoning capacity, but rather to the anticipated development identified in the Project Description.

Appendix 3.5 for more information related to the construction assumptions associated with Specific Plan buildout.

With the use of CalEEMod, GHG emissions associated with Specific Plan construction activities were calculated from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from sites within the Plan area. The total GHG construction emissions would be 3,013.66 metric tons of carbon dioxide equivalent (MT CO_2e). As GHG emissions impacts 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 Specific Plan. The total construction GHG emissions were divided by 30 years to determine an annual construction emission rate to be amortized over the Specific Plan's first 30 years of operations, consistent with SCAQMD recommendations. Amortized over a 30-year period, the Specific Plan is anticipated to emit approximately 100.46 metric tons of carbon dioxide per year (MT CO2e/year). These emissions have been included in **Table 3.5-5, Specific Plan Greenhouse Gas Emissions.**

Operational Emissions

Development associated with the implementation of the Specific Plan would incorporate several design features to reduce GHG emissions in a manner consistent with local and regional regulations.[57] The Specific Plan's primary GHG reduction measures and design features include, but are not limited to, the following:

- **Low-Flow Water Fixtures:** Individual projects associated with the implementation of the Specific Plan will include low-flow and/or high efficiency water fixtures such as low-flow toilets, urinals, faucets, and high-efficiency dishwashers;

- **Vegetation & Landscape Irrigation Systems**: Individual projects associated with the implementation of the Specific Plan will include drought-tolerant landscaping and will implement efficient landscape irrigation techniques, such as "smart" irrigation technology, to reduce water use and its associated GHG emissions. "Smart" irrigation systems rely on weather, climate and soil moisture information to adjust watering frequency, hence maintaining the vegetation is adequately moist while conserving water;

57 The estimation of GHG emissions included in **Table 3.7-5** are considered to be worst-case as the analysis discloses CalEEMod 2020.40 results without the incorporation of any special GHG reduction measures beyond those assumed in CalEEMod 2020.40.

- **Energy Reduction:** Individual projects associated with the implementation of the Specific Plan will include energy efficient appliances, high-efficiency lighting, and solar panels. All individual projects will be built to meet and exceed the State's Green Building Standards (CALGreen Code);

- **Alternative Fuel Vehicles:** Individual projects associated with the implementation of the Specific Plan would provide on-site electric vehicle (EV) parking spaces, supporting and promoting the use of electric vehicles.

The operations of the Specific Plan would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 3.5-5, Specific Plan Greenhouse Gas Emissions**. As shown, the GHG emissions generated by the Specific Plan would be approximately 21,537.05 CO_2e MTY. This quantified estimate of the Specific Plan's GHG emissions satisfies Section 15064.4(a) of the *CEQA Guidelines*, which states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. As described in **Impact GHG-2**the significance determination is based on the Specific Plan's consistency with the state's laws and programs to address climate change (i.e., AB 32, SB 32, and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP), and local plans and policies to address climate change (i.e., City of Compton General Plan). Based on the discussion under **Impact GHG-2,** the Specific Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and this impact is less than significant.

Table 3.5-5
Specific Plan Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	100.46
Area Sources	511.08
Energy Sources	3,042.74
Mobile Sources	16,493.28
Waste Sources	590.52
Water Sources	798.97
Total Net GHG Emissions	**21,537.05**

*Source: Impact Sciences, Inc. See **Appendix 3.5** for CalEEMod data.*

Impact GHG-2 **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.**

Less Than Significant.

As stated previously, the Specific Plan would have a significant GHG emissions impact if it would conflict with: the state's laws and programs to address climate change (i.e., AB 32, SB 32, and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP); and local plans and policies to address climate change (i.e., City of Compton General Plan). As discussed in more detail below, the Specific Plan would be consistent with AB 32, SB 32, SB 375, the SCS/RTP, and the City's General Plan. As such, the Specific Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions and this impact would be less than significant.

Consistency with AB 32, SB 32 & SB 375

The Specific Plan would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with the goals established in AB 32, SB 32, and SB 375.

As discussed previously, AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. In 2008, CARB released the Climate Change Proposed Scoping Plan in October 2008 that contained an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits as outlined in AB 32. In response to SB 32, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Update), which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.[58] The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

The Specific Plan would be consistent with CARB's Scoping Plan, which is intended to reduce GHG emissions in accordance with AB 32 and SB 32. The Scoping Plan provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other strategies to reduce GHGs. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level CEQA evaluations, there are several noteworthy regulatory measures as it relates to the future operational footprint of statewide development projects. Most of these measures focus on area source emissions (e.g., energy production, distribution and usage, and high-GWP

58 CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The Specific Plan would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the Specific Plan. For example, during construction, the future development under the Specific Plan will utilize equipment in compliance with regulations set forth by CARB. Mobile sources during construction and operation would be subject to the requirements of California Assembly Bill 1493 (Pavley Standards), the Advanced Clean Cars Program, and the Low Carbon Fuel Standard Regulation. Additionally, the future development within the Specific Plan would be designed, constructed, and operated consistent with California Title 24 and CALGreen (2019). These regulations require projects to comply with specific standards related to building energy efficiency and green building.

For the transportation sector, the Scoping Plan indicates that while most of the GHG reductions will come from technologies and low carbon fuels, a reduction in the growth of vehicle miles traveled (VMT) is also needed. The Scoping plan indicates that stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal. The Scoping Plan recommends that local governments consider policies to reduce VMT, including: land use and community design that reduces VMT; transit-oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities. As the primary objective of the Specific Plan is to guide future projects through transit-oriented-development in the vicinity of the Metro A Line Compton Station, it would be consistent with the Scoping Plan's recommendations to reduce VMTs in accordance with SB 375. The Specific Plan's consistency with SB 375, as demonstrated through compliance with SCAG's RTP/SCS, is discussed in further detail below.

Consistency with SCAG RTP/SCS

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Adoption of the

2020 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

As the primary objective of the Specific Plan is to guide future projects through transit-oriented-development in the vicinity of the Metro A Line Compton Station, it would be consistent with the growth strategies of the City as provided in the City's General Plan, as well as the policies of SB 375 and the SCS. The Specific Plan would allow for concentrated, mixed-use development adjacent to transit corridors within a TPA in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing the reliance on cars. The RTP/SCS identifies growth within TPAs as a top priority strategy for implementing the Strategic Growth Vision. Focusing increased density in communities surrounding multimodal transit hubs is a fundamental component of SCAG's initiatives to improve transportation efficiency and shorten and displace on-road vehicle trips. As demonstrated in **Table 3.5-6, Consistency Analysis of the Specific Plan with the SCAG 2020 RTP/SCS**, the Specific Plan would be consistent with the RTP/SCS, thereby furthering the goals established in A 32, SB 32, and SB 375.

Table 3.5-6
Consistency Analysis of the Specific Plan with the SCAG 2020 RTP/SCS

Actions and Strategies	Consistency Analysis
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations	Consistent: The Specific Plan would increase the density/intensity of development within the Plan area. The Specific Plan would allow intensified development or a more transit-oriented mix of land uses. It would also provide for a more walkable neighborhood of integrated land uses near regional transit.
Focus on job/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	Consistent: The Specific Plan would include three primary districts in the Downtown Compton area. The Civic Center, Commercial Core, and Historic Core/Compton Boulevard East would include new residential units, institutional uses, and commercial uses near regional transit. Furthermore,

Actions and Strategies	Consistency Analysis
	development would be focused on corridors such as Willowbrook Avenue, Alameda East and Compton Boulevard to create a more walkable, bikeable, and transit-oriented station area.
Plan for growth near transit investments and support implementation of first/last mile strategies	Consistent: The Specific Plan would focus development within the station area and include improvements to nearby corridors to create a more walkable, bikeable, and transit-oriented station area. The Specific Plan proposes to enhance the existing bicycle network and develop a new comprehensive network to improve safety and convenience. The Specific Plan implements feasible facilities throughout the plan area to provide a bikeway system that serves to link people with schools, parks, employment and shopping areas, and transit.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses	Consistent: The Specific Plan would improve the Commercial Core district, allowing for residential uses and increasing densities and building heights. This area would continue to be the key commercial center in the City.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	Consistent: Development under the Specific Plan would occur over a 20-year period and would involve infill development. The Specific Plan would focus on increasing development and creating a more transit-oriented development in the Plan Area. The Specific Plan would also increase connectivity throughout the Plan Area through mixed-uses and improvements to pedestrian, bicycle, and automobile infrastructure.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	Consistent: The Specific Plan would improve connectivity within the Plan Area and improve access to regional transit options. Furthermore, the Specific Plan would include improvements to pedestrian and bicycle infrastructure. Growth would be focused in districts that are near regional transit options and would include mixed-use development.
Promote Diverse Housing	
Preserve and rehabilitate affordable housing and prevent displacement	Consistent: The Proposed Specific Plan would encourage the development of multi-family residential buildings in Downtown Compton, while preserving existing low-density residential areas
Identify opportunities for new workforce and affordable housing development	Consistent: The Specific Plan would allow for new housing within districts such as the Commercial Core which would potentially include workforce and affordable housing. The Specific Plan development summary identifies a total of 2,178 units to be developed in the Plan Area, including 661 affordable units.
Leverage Technology Innovations	
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedications lanes, charging and parking/drop-off space	Consistent: The Specific Plan includes the creation of a parking district within Downtown Compton to encourage the efficient use of existing and new parking resources. Aspects of the parking district include unbundling of parking, vehicle charging, designated stalls for scooters, mopeds and motorcycles, and bicycle parking requirements for new development.
Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	Consistent: Specific Plan Action 4.7 calls for the creation of green and solar roofs.

Actions and Strategies	Consistency Analysis
Support Implementation of Sustainability Policies	
Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions	Not Applicable: While this strategy calls on local governments to adopt policies for sustainable infrastructure and development projects, the Specific Plan would not conflict with such policymaking.
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations	Consistent: Implementation of the Specific Plan would encourage development near transit. Specific Plan Action 5.2 calls for the City to provide by-right incentives for development of adorable housing within the Plan Area.
Support cities in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects	Consistent: The Specific Plan identifies EIFDs, CRIAs, and other funding tools as promising sources for implementation of the Specific Plan .
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies	Consistent: The Specific Plan would implement SCAG's regional sustainability strategies.
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region	Not Applicable: While this strategy calls on planning organizations to promote resources and best practices in SCAG, the proposed project would not conflict with such policymaking.
Continue to support long range planning efforts by local jurisdictions	Not Applicable: While this strategy calls on SCAG to support long range planning by local jurisdictions, the proposed project would not conflict with such policymaking.
Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Not Applicable: While this strategy calls on SCAG to provide educational opportunities on new tools and practices to promote the Sustainable Communities Strategy, the proposed project would not conflict with such policymaking.
Promote a Green Region	
Support development of local climate adaptation and hazard mitigation plans, as well as Project implementation that improves community resiliency to climate change and natural hazards.	Consistent: The Specific Plan would not interfere with any applicable climate adaptation plans or hazard mitigation plans.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	Consistent: The Specific Plan includes policies aimed at promoting green roofs, which would include photovoltaic panels to generate renewable energy and urban heat island reduction.
Integrate local food production into the regional landscape	Not Applicable: While this strategy calls on local governments to integrate local food into the regional landscape, the proposed project would not conflict with such policymaking.
Promote more resource efficient development focused on conservation, recycling and reclamation	Consistent. Development under the Specific Plan will be required to adhere to the latest CALGreen Building Codes and Title 24.
Preserve, enhance and restore regional wildlife connectivity	Consistent: The Specific Plan would not interfere with any known wildlife corridors.
Reduce consumption of resource areas, including agricultural land	Consistent. The Specific Plan will not consume any resource areas or agricultural land.

Actions and Strategies	Consistency Analysis
Identify ways to improve access to public park space	Consistent. The Specific Plan would include pedestrian improvements, such as along Alameda East, to increase connectivity to public park space.

Source: Impact Sciences, 2022.
SCAG. 2019. Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 3: A Path to Greater Access, Mobility, & Sustainability. Available online at: https://www.connectsocal.org/Documents/Draft/dConnectSoCal-03_Draft-Plan.pdf, accessed March 28, 2022.

Consistency with City of Compton General Plan

Because many of the goals, objectives and policies identified in the City's General Plan would serve to reduce GHG emissions, projects that are able to demonstrate consistency with the General Plan would be consistent with statewide GHG reduction goals identified in AB 32, SB 32 and SB 375. As demonstrated in **Table 3.5-7, Consistency Analysis of the Specific Plan with the City's General Plan**, the Specific Plan would be consistent with applicable goals, objectives and policies that would serve to reduce GHG emissions in the City.

Table 3.5-7
Consistency Analysis of the Specific Plan with the City's General Plan

General Plan Policy	Discussion
Air Quality Element	
Goal 1.0: Reduce automobile use	
Policy 1.2. The City of Compton will implement programs that reduce automobile use by City residents.	The Specific Plan would focus development within the station area and include improvements to nearby corridors to create a more walkable, bikeable, and transit-oriented station area. The Commercial Core district promotes mixed-use commercial and residential development. Additionally, this district would include a pedestrian mall to facilitate walkability and transit access.
Policy 1.3. The City of Compton will ensure that new large-scale developments incorporate features that facilitate alternative forms of transportation.	**Consistent.** The Specific Plan includes bicycle parking requirements for multi-family and commercial uses. Multi-family developments and office developments are required to have both short-term guest parking racks and long-term resident/employer parking enclosures.
Policy 1.4. The City of Compton will increase ridership on the local transit system making it more user-friendly by providing safe, attractive place to wait that include route maps.	Consistent. The Specific Plan would improve accessibility to the Compton Station through pedestrian and bicycle infrastructure improvements throughout the Plan Area. The Commercial Core will add residential uses which are within walking distance of the station.

General Plan Policy	Discussion
Goal 3.0: Reduce emissions associated with vehicle miles traveled by providing balance of jobs and housing.	
Policy 3.1. The City of Compton will support economic development policies which promote opportunities for business attraction within the City.	**Consistent.** The Specific Plan would create new commercial development potential near the Metro A Line's Compton station, specifically focused within the Commercial Core district which would remain the key commercial destination for the City.
Policy 3.2. The City of Compton will support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.	**Consistent.** The Specific Plan would allow for the development of new retail and office space in mixed-use projects that include housing units. In so doing, the project would create new, localized employment opportunities, new sales tax revenue, and new identityas a transit-oriented community.
Goal 4.0: Reduce emissions associated with energy consumption	
Policy 4.1. The City of Compton will support the use of energy-efficient equipment and design in City facilities and infrastructure.	**Consistent.** Development under the Specific Plan will be required to adhere to the latest CALGreen Building Codes and Title 24.
Policy 4.2. The City of Compton will encourage incorporation of energy features, including passive solar, in the construction and rehabilitation of new and existing structures.	**Consistent.** The Specific Plan includes policies aimed at promoting green roofs, which would include photovoltaic panels to generate renewable energy.
Circulation Element	
Goal 1.0: Participate in regional transportation planning efforts to support consistency with the goals of the City's General Plan.	
Policy 1.1. The City of Compton will participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.	**Consistent.** The Specific Plan would focus on increasing development and creating a more transit-oriented development in the Plan Area. The Specific Plan would also increase connectivity throughout the Plan Area through mixed-uses and improvements to pedestrian, bicycle, and automobile infrastructure. The Specific Plan would aim to align the regional planning efforts of SCAG and the needs of the City of Compton.
Goal 3. Improve infrastructure for public transportation, bicycle, and pedestrian transportation modes.	
Policy 3.4. The City of Compton will encourage integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.	**Consistent.** The Specific Plan would encourage mixed-use development within specific districts such as the Commercial Core. The Commercial Core would include a pedestrian friendly environment with residential and commercial uses located near regional transit.

General Plan Policy	Discussion
Housing Element	
Goal 7. Reduce overall housing costs through programs to reduce energy costs.	
Policy 7.1. The City of Compton will require new residential construction to comply with State and local building code insulation and energy conservation standards.	**Consistent.** Development under the Specific Plan will be required to adhere to the latest CALGreen Building Codes and Title 24.
Policy 7.4. The City of Compton will encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.	The Specific Plan includes policies aimed at promoting green roofs, which would include photovoltaic panels to generate renewable energy.
Health Element	
Goal 12. Provide for a reduction in localized air pollution and Greenhouse Gas emissions in the City of Compton to promote healthier lifestyles.	
Policy 12.3. The City will examine ways to reduce pollution from existing industrial businesses while maintaining economic development, including studying city-sponsored incentives that promote encourage "green" industrial development and the installation of manufacturing or other industrial equipment that reduces pollution.	**Consistent.** The Specific Plan would redesignate certain industrial portions in the northern area of the Specific Plan which would allow for more flexible uses.

Source: Impact Sciences, 2022.

3.5.6 CUMULATIVE IMPACTS

The analysis above analyzes GHG emissions consistent with *CEQA Guidelines* Section 15064.4(b) and considers whether the incremental contributions of the Specific Plan could be cumulatively considerable. No significant GHG impacts are expected to result from implementation of the Specific Plan, and cumulative impacts related to GHG emissions would be less than significant and would not be cumulatively considerable.

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3.6 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section presents an overview of the existing conditions with regard to the presence of hazards and/or hazardous materials within the boundaries of the proposed Compton TOD Specific Plan Area. It also discusses the potential impacts resulting from hazards or hazardous materials as a result of construction and operation activities associated with the proposed specific plan.

3.6.1 ENVIRONMENTAL SETTING

3.6.1.1 Hazardous Materials

Section 25501(m) of the California Health and Safety Code defines a "hazardous material" as:

> *A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous Materials" include, but are not limited to, hazardous substances, hazardous wastes, and any materials which a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.*

"Hazardous waste" is any hazardous material that is abandoned, discarded, or recycled, as defined by Sections 25117 and 25124 of the California Health and Safety Code. In addition, hazardous waste may occasionally be generated by actions that change the composition of previously nonhazardous materials. The criteria used to characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity.

As will be discussed in more detail below, hazardous materials and wastes are defined and regulated in the United States by federal, state, and local regulations, including those administered by the U.S. Environmental Protection Agency (U.S. EPA), the California Environmental Protection Agency (Cal/EPA), the US Occupational Safety and Health Administration, the US Department of Transportation, the US Nuclear Regulatory Commission, and various other agencies. Hazardous materials include hazardous wastes and, in the discussion, below (except as noted) hazardous materials refers to both hazardous materials and wastes.

Public health is potentially at risk whenever hazardous materials are, or would be, used and when hazardous wastes are disposed of, including transportation of hazardous materials and wastes. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause

damage to human health and the environment. The California Department of Toxic Substances Control (DTSC) determines the risk to health and public safety by the probability of exposure, in addition to the inherent toxicity of a material. Factors that can influence the health effects when human beings are exposed to hazardous materials or wastes include: the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility

3.6.1.2 Existing Land Uses

The Plan Area encompasses a mix of residential, civic, industrial, and commercial uses. See **Figure 2.0-3, General Plan Designations,** in **Section 2.0, Project Description**, for a map of land uses within the Plan Area and its surroundings.

Transportation of Hazardous Materials

The transportation of hazardous materials within the State of California is subject to various federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit loading or delivery of such materials (California Vehicle Code Sections 31602(b), 32104(a)). The California Highway Patrol, (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials in the City is restricted to this route except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users. There are several risks associated with the transportation of hazardous materials. Transport of hazardous materials via truck, rail, and other modes involves a degree of risk of accident and release. The use of hazardous materials and the generation of hazardous waste in the construction and maintenance of the transportation system are other avenues for risk or exposure. Past disposal of hazardous materials in a manner that creates residual contamination of soil or water can be a source of risk when such sites are disturbed during construction and development. Each of these avenues is discussed below.

Existing Land Uses

The Plan Area encompasses 575.5 acres of a mix of residential, civic, and commercial uses. Specific sites within the Plan Area which likely utilize and transport hazardous materials include sites such as the Compton Public Works Yard. See **Figure 2.0-3, General Plan Designations,** in **Section 2.0, Project Description**, for a map of land uses within the Plan Area and its surroundings.

The City includes industrial uses and freight trains passing through the City. Specifically, the Alameda corridor, which runs north-south through the Plan area, includes freight trains running between Alameda

Street East and Alameda Street West. The Alameda Corridor also provides access to a variety of industrial uses. The Compton Public Works Department currently utilizes a 5.5-acres site as a yard for City vehicles near the southern boundary of the Plan Area at 458 S. Alameda Street East. Auto repair shops are also located toward the northern end of N. Alameda Street West, near the intersection of Maple Street and further north beyond Rosecrans Avenue. The corridor also provides access to the City's industrial zones to the north beyond the Plan Area near Alameda Street and El Segundo Boulevard.

The presence of these activities increases the amount of hazardous materials stored in or transported through the City. Businesses using or producing hazardous materials are regulated through the environmental review process, which regulates land uses and ensures that such uses are removed from residential development, schools, and other sensitive land uses. To reduce the risk related to the transportation of hazardous materials through the City, vehicles carrying such materials are restricted to the travel route guidelines designated in the Los Angeles County Hazardous Waste Management Plan, which would include major transportation routes such as the Alameda Corridor, Willowbrook Boulevard, Compton Boulevard, and Rosecrans Avenue.[1]

Schools are considered sensitive to hazardous materials. **Table 3.6-1, Schools within the Plan Area or a ¼ Mile Radius**, lists preschools and primary and secondary schools in or near the Plan area.

Table 3.6-1
Schools within Specific Plan or ¼ mile Radius

School Name	Location
Lifeline Education Charter School	225 S. Santa Fe Avenue
Lifeline Education Middle School	440 S. Santa Fe Avenue
Our Lady of Victory School	601 E. Palmer Street
Rosecrans Elementary School	1301 N. Acacia Avenue
Dickison Elementary School	905 N. Aranbe Avenue
Benjamin O. Davis Middle School	621 W. Poplar Street
Compton High School	601 S. Acacia Avenue

Operational activities associated with specific uses in the Plan area routinely use, store, and transport hazardous materials within the Specific Plan area. These specific existing uses include auto repair, dry cleaners, and restaurants and use or store cleaning substances, solvents, adhesives, chemicals or other hazardous materials.

1 City of Compton. 2011. General Plan 2030. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

Soil and Groundwater

Most of the Plan Area includes residential uses, which would likely not cause substantial soil or groundwater contamination. Industrial uses are mostly along the Alameda Corridor, such as the Compton Public Works Yard. Other commercial uses, such as car washes, auto repair shops, and laundromats, are located along Compton Boulevard and Rosecrans Avenue. There are no identified agricultural uses within the Plan Area.

3.6.1.3 Known Local Soil or Groundwater Contamination Sources

The Department of Toxic Substances Control's (DTSC) Envirostor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. A search of this database was conducted on February 4, 2022 and identifies no "Active" cleanup sites within the Plan Area. **Table 3.6-2**, **Department of Toxic Substances Control Cleanup Sites within the Plan Area,** lists the cleanup sites in the Plan Area.

Table 3.6-2
Department of Toxic Substances Control Cleanup Sites within the Plan Area

Project Type	Name	Address	Status
Evaluation	413 West Compton Boulevard	413 West Compton Boulevard	No Action Required
School Investigation	New Elementary School No. 2	604 South Tamarind Avenue	No Further Action
Evaluation	Frank's Cleaners (Former)	224 ½ West Rosecrans Avenue	Refer: 1248 Local Agency[1]

Notes:
[1] SB 1248 allows a responsible party and a local health or environmental health agency (local agency) to enter into a written agreement for the supervision of the cleanup of a simple waste release. Local agencies are required to notify the Department of Toxic Substances Control (DTSC) and the local Regional Water Quality Control Board (RWQCB) at least 10 working days prior to entering into a remedial action agreement.
Source: Department of Toxic Substances Control. Envirostor. Available at: https://www.envirostor.dtsc.ca.gov/public/

The California Department of Conservation's Well Finder online application presents California's oil and gas industry information from the geographic perspective. The Well Finder does not identify any wells or oil fields within the Plan Area.[2]

The California State Water Resources Control Board's (RWCB) GeoTracker is a data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on

[2] California Department of Conservation. Well Finder. Available at: https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx, accessed February 4, 2022.

groundwater. **Table 3.6-3, Leaking Underground Storage Tank Cleanup Sites within the Plan Area** lists the open cases for leaking underground storage tank (LUST) cleanup sites within the Plan Area.

Table 3.6-3
Leaking Underground Storage Tank Cleanup Sites within the Plan Area

Name	Address	Status
City of Compton Fire Station 1	201 S. Acacia Avenue	Open – Assessment & Interim Remedial Action
Kim's Arco AM/PM Mini Market	311 E. Rosecrans Avenue	Open – Eligible for Closure
Former Orloff Building Co.	500-510 E. Rosecrans Avenue	Open - Remediation

Source: Regional Water Quality Control Board. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/

3.6.1.4 Potential Hazardous Materials in Buildings

Hazardous materials, such as asbestos, lead, and PCBs, may also be contained in building materials and components. Procedures for dealing with these materials, and for safely removing and disposing of them in accordance with applicable regulations, have been developed by oversight agencies and are described below.

Asbestos

Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by U.S. EPA in the 1970s, although some nonfriable[3] use of asbestos in roofing materials still exists. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos containing materials (ACMs) are considered both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation. Due to the age of the buildings within the Specific Plan area, it is likely that ACMs are present.

3 Nonfriable asbestos refers to ACMs that contain asbestos fibers in a solid matrix that does not allow for them to be easily released

Lead

In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern for lead based paint was its cumulative effect on body systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they play on the floor and engage in a great deal of hand-to-mouth activity, increasing their potential for exposure. Lead-based paints were commonly used in buildings built prior to 1970s. Since many of the structures located within the Specific Plan area were built prior to the federal regulations banning its use, lead-based paints are likely to exist in the existing structures.

Polychlorinated Biphenyls

PCBs are organic oils that were formerly placed in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. They may also be contained in hydraulic fluid used for hoists, elevators, etc. Years after widespread and commonplace installation, it was discovered that exposure to PCBs may cause various deleterious health effects and that PCBs are highly persistent in the environment. These substances have been listed as carcinogens by U.S. EPA. PCBs were banned from use in electrical capacitors, electrical transformers, vacuum pumps, and gas turbines in 1979. Because of the age of many of the properties, there is a potential for PCBs within the Specific Plan area.

3.6.2 REGULATORY FRAMEWORK

3.6.2.1 Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The U.S. EPA works collaboratively with other agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the Department of Transportation (DOT) are authorized to regulate safe transport of hazardous materials.

Resource Conservation and Recovery Act (RCRA)

RCRA is the public law that creates the framework for the proper management of hazardous and non-hazardous solid waste. The law describes the waste management program mandated by Congress that

gave the U.S. EPA authority to develop the RCRA program. The term RCRA is often used interchangeably to refer to the law, regulations, and the U.S. EPA policy and guidance.

U.S. Department of Transportation. Hazardous Materials Transport Act (49 USC 5101)

The U.S. Department of Transportation, in conjunction with the U.S. EPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 directs the U.S. Department of Transportation to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976 to give U.S. EPA the ability to track the approximately 75,000 industrial chemicals currently produced or imported into the United States. The U.S. EPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The U.S. EPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the U.S. EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

Emergency and Community Right to Know Act

The Emergency and Community Right to Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. EPCRA was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments, tribes and industry regarding emergency planning and "Community Right-to-Know" reporting on hazardous and toxic chemicals. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities,

working with facilities, can use the information to improve chemical safety and protect public health and the environment. To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district.

3.6.2.2 State Regulations

Department of Toxic Substances Control

The State Department of Toxic Substances Control (DTSC) is authorized by CAL EPA to administer the hazardous waste laws and oversee remediation of hazardous wastes sites. Regulations require that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)."[4]

The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under the HSC, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.[5]

Hazardous Waste Control Law of 1972

The Hazardous Waste Control Act (Health and Safety Code Sections 25100 et seq.) created the state hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The Act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

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4 California Government Code, Title 22, Section 65962.5.

5 California Health and Safety Code, Section 25187.5.

Hazardous Materials Release Response Plans and Inventory Law of 1985

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act; HSC Division 20 Chapter 6.95 [25500–25547.8]) governs hazardous materials handling, reporting requirements, and local agency surveillance programs.

Lempert-Keene-Seastrand Oil Spill Prevention and Response Act

The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 granted the Office of Spill Prevention and Response (OSPR) the authority to direct prevention, removal, abatement, response, containment, and cleanup efforts with regard to all aspects of any oil spill in marine waters of California. OSPR implements the California Oil Spill Contingency Plan, consistent with the National Contingency Plan, which pays special attention to marine oil spills and impacts to environmentally- and ecologically-sensitive areas. In 2014, the OSPR program was expanded to cover all statewide surface waters at risk of oil spills from any source, including pipelines and the increasing shipments of oil transported by railroads.

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources

The California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) is mandated by Section 3106 of the Public Resources Code to supervise the drilling, operation, maintenance, and abandonment of oil and gas wells for the purpose of preventing (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. The regulations can be found in the California Code of Regulations (CCR) Title 14. DOGGR's Well Review Program assists developers in addressing issues associated with development near oil and gas wells.[6]

California Disaster Assistance Act (CDAA)

The California Disaster Assistance Act (CDAA; CCR Title 19, Chapter 6) authorizes the Director of the California Governor's Office of Emergency Services (Cal OES) to administer a disaster assistance program that provides financial assistance from the state for costs incurred by local governments as a result of a disaster event. Funding for the repair, restoration, or replacement of public real property damaged or

6 California Division of Oil, Gas, and Geothermal Resources, *Well Review Program Introduction and Application*, 2007 ftp://ftp.consrv.ca.gov/pub/oil/Well_Review_Program.pdf.

destroyed by a disaster is made available when the Director concurs with a local emergency proclamation requesting state disaster assistance.[7]

Hazardous Substances Account Act (State Superfund) (HSC Sections 25300–25301)

Chapter 6.8 of the California Health and Safety Code requires the DTSC to include "the largest manageable number" of potentially responsible parties (PRPs) in any cleanup order that applies to a multiple PRP site after considering certain factors, including the adequacy of the evidence of each PRP's liability, the financial viability of each PRP, and the degree to which each PRP contributed to the release of hazardous substances at the site.[8]

Hazardous Materials Release Cleanup (Assembly Bill (AB) 440 Chapter 588)

AB 440 Chapter 588, passed into law in 2013, authorizes a local agency to take clean up action similar to that under the Polanco Redevelopment Act that the local agency determines is necessary, consistent with other state and federal laws, to remedy or remove a release of hazardous substances within the boundaries of the local agency. AB 440 allows the local agency to designate another agency, in lieu of the department or the regional board, to review and approve a cleanup plan and to oversee the cleanup of hazardous material from a hazardous material release site, under certain conditions. It also provides immunity to the local agency as long as the action is in accordance with a cleanup plan prepared by a qualified independent contractor, and approved by the department, a regional board, or the designated agency, and the cleanup is undertaken and properly completed. Finally, AB 440 authorizes the local agency to recover cleanup costs from the responsible party.[9]

Asbestos Regulations

In 1990, ARB issued an Airborne Toxic Control Measure (ATCM), which prohibited the use of serpentine aggregate for surfacing if the asbestos content was 5 percent or more.[10] In July 2000, ARB adopted amendments to the existing ATCM prohibiting the use or application of serpentine, serpentine-bearing materials and asbestos-containing ultramafic rock for covering unpaved surfaces unless it has been tested using an approved asbestos bulk test method and determined to have an asbestos content that is less than

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7 California Office of Emergency Services. 2019. *California Disaster Assistance Act (CDAA).* Available online at: https://www.caloes.ca.gov/cal-oes-divisions/recovery/public-assistance/california-disaster-assistance-act.

8 California Legislative Information. 1999. *ARTICLE 1. Short Title and Legislative Intent [25300-25301].*

9 California Legislative Information. 2013. *Assembly Bill No. 440.*

10 California Air Resources Board. 2019. *Asbestos ATCM for Surfacing Applications.* Available online at: https://ww3.arb.ca.gov/toxics/atcm/asbeatcm.htm.

0.25 percent.[11] In July 2001, ARB adopted a new ATCM for construction, grading, quarrying, and surface mining operations in areas with serpentine or ultramafic rocks.[12] These regulations are codified in Title 17, Section 93105 of the CCR. The regulations require preparation and implementation of an Asbestos Dust Mitigation Plan for construction or grading activities on sites greater than 1 acre in size with known Naturally Occurring Asbestos (NOA) soils. The air districts enforce this regulation.[13]

In October 2000, the Governor's Office of Planning and Research (OPR) issued a memorandum providing guidance to lead agencies in analyzing the impacts of NOA on the environment through the California Environmental Quality Act (CEQA) review process.[14] In November 2000, the California Department of Real Estate added a section to subdivision forms that includes questions related to NOA on property proposed for development.[15] In 2004, as part of its school-site review program, the DTSC's School Property Evaluation and Cleanup Division released interim guidance on evaluating NOA at school sites.[16]

In addition, HSC Section 19827.5 prohibits the issuance of demolition permits by local and State agencies for any building or structure that has not submitted all required asbestos notifications to the U.S. EPA, pursuant to Part 61 of Title 40 of the Code of Federal Regulations.[17]

California Occupational Safety and Health Administration (Cal/OSHA) Regulations. Cal/OSHA sets forth regulations for the disturbance of Asbestos Containing Construction Materials (ACCMs) including removal operations for all types of ACCMs. Cal/OSHA requires contractors and employers that remove ACCMs to be registered and consultants and technicians who conduct sampling and/or removal to be certified. In addition, the agency has developed standards for general industry and the construction

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11 California Air Resources Board. 2001. *Amendments to the Asbestos Regulation for Surfacing Applications.* Available online at: https://ww3.arb.ca.gov/toxics/asbestos/atcm/regadv1101.pdf.

12 California Air Resources Board. 2001. *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*. Available online at: https://ww3.arb.ca.gov/toxics/asbestos/atcm/regadv0702.pdf.

13 California Code of Regulations. *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.* Available online at: http://www.baaqmd.gov/~/media/Files/Compliance%20and%20Enforcement/Asbestos/final_reg_order.ashx.

14 Governor's Office of Planning and Research. 2000. *Addressing Naturally Occurring Asbestos in CEQA Documents*. Available online at: http://www.co.mendocino.ca.us/aqmd/pdf_files/NOA_OPR.pdf.

15 California Department of Real Estate. *Subdivision Forms*. Available online at: http://www.bre.ca.gov/Forms/Subdivisions.html.

16 Department of Toxic Substances Control. 2004. *Interim Guidance Naturally Occurring Asbestos (NOA) at School Sites*. Available online at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMBRP_POL_Guidance_Schools_NOA.pdf.

17 California Legislative Information. 1979. *ARTICLE 1. Contents [19825-19829].*

industry hazardous waste operations and emergency response. Cal/OSHA ensures that employers must have controls to reduce and monitor exposure levels of hazardous materials, an informational program describing any exposure during operations and the inspection of drums and containers prior to removal or opening. Decontamination procedures and emergency response plans must be in place before employees begin working in hazardous waste operations.[18]

California Code of Regulations (CCR) Title 8 Section 1529. This section of the CCR regulates asbestos exposure for work identified in Section 1502, including demolition or salvage of structures where asbestos is present; removal or encapsulation of materials containing asbestos; construction, alteration, repair, maintenance, or renovation of structures, substrates, or portions thereof, that contain asbestos, installation of products containing asbestos; asbestos spill/emergency cleanup; transportation, disposal, storage, containment of and housekeeping activities involving asbestos or products containing asbestos, on the site or location at which construction activities are performed; and excavation that may involve exposure to asbestos as a natural constituent which is not related to asbestos mining and milling activities.[19]

SCAQMD Rule 1403. The Clean Air Act regulates asbestos as a hazardous air pollutant, which subjects it to regulation by South Coast Air Quality Management District (SCAQMD) under its Rule 1403. OSHA also regulates asbestos as a potential worker safety hazard. These rules and regulations prohibit emissions of asbestos from demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos fibers, and require notice to federal and local government agencies prior to renovation or demolition activities that could disturb asbestos.[20]

Lead Regulations

Because of its toxic properties, lead is regulated as a hazardous material. Lead is also regulated as a toxic air contaminant. State-certified contractors must perform inspection, testing, and removal (abatement) of lead-containing building materials in compliance with applicable health and safety and hazardous materials regulations, including those outlined in Title 17 of the CCR.

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18 California Department of Industrial Relations. 2019. *Cal/OSHA*. Available online at: https://www.dir.ca.gov/DOSH/.

19 California Code of Regulations. *§1529. Asbestos*. Available online at: https://www.dir.ca.gov/title8/1529.html.

20 South Coast Air Quality Management District. 2007. *Rule 1403. Asbestos Emissions from Demolition/Renovation Activities*. Available online at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf,.

CCR Title 8 Section 1532.1. This section of the CCR applies to all construction work where employees could be occupationally exposed to lead, including demolition or salvage of structures where lead or materials containing lead are present; removal or encapsulation of materials containing lead; new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead or materials containing lead; installation of products containing lead; lead contamination/emergency clean-up; transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed; and maintenance operations associated with construction activities. This section sets a maximum exposure limit; requires an assessment to determine whether employees may be exposed to lead; requires employees to create a compliance program to ensure that employee exposure to lead are at or below the permissible exposure limit to the extent feasible; and requires that employees with exposure to lead are provided with respiratory protection, protective work clothing and equipment.[21]

Other state laws that address lead include:

- Hazardous Waste Control Law
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)
- Carpenter-Presley-Tanner Hazardous Substances Account Act
- Hazardous Waste Management Planning and Facility Siting (Tanner Act)
- Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act)

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) was implemented on January 1, 1997, and replaced the California Risk Management and Prevention Program (RMPP). The CalARP program encompasses both the federal "Risk Management Program," established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the Title 19 of the California Code of Regulations, Division 2, Chapter 4.5.

The main objective of the CalARP program is to prevent accidental releases of those substances determined to potentially pose the greatest risk of immediate harm to the public and the environment, and to minimize the consequences if releases do occur. These substances are called regulated substances and include both flammable and toxic hazardous materials listed on the Federal Regulated Substances for Accidental Release Prevention and on the State of California Regulated Substances lists. Businesses that

21 California Code of Regulations. *§1532.1. Lead*. Available online at: https://www.dir.ca.gov/title8/1532_1.html.

handle regulated substances in industrial processes above threshold quantity levels are subject to CalARP program requirements.

The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the consequences of an accidental release, by requiring owners or operators of facilities to develop and implement an accident prevention program.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs) were developed as a tool to assist in the evaluation of contaminated sites for potential adverse threats to human health. Preparation of the CHHSLS was required by the California Land Environmental Restoration and Reuse Act of 2001. The CHHSLs were developed by OEHHA, an agency under the umbrella of Cal/EPA, and are contained in its report entitled *Human-Exposure- Based Screening Numbers Developed to Aid Estimation of Cleanup Costs for Contaminated Soil1*. The thresholds of concern used to develop the CHHSLs are an excess lifetime cancer risk of one in 1 million and a hazard quotient of 1.0 for non-cancer health effects. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by EPA and Cal/EPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSLs can be assumed to not pose a significant health risk to people who may live (residential CHHSLs) or work (commercial/ industrial CHHSLs) at the site.

California Fire Code (CFC)

The CFC is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every three years.

2017 State of California Emergency Plan

The 2017 State of California Emergency Plan, also referred to as the State Emergency Plan (SEP), addresses the state's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies. The California Emergency Services Act provides the basic authorities for conducting emergency operations following the proclamation of emergencies by appropriate local officials and/or the Governor. The provisions of this act are further reflected and expanded upon by local emergency ordinances. In accordance with this act, the SEP describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed and the process to ensure continuity of government during an emergency or disaster. The SEP emphasizes mitigation programs to reduce the vulnerabilities to disaster and preparedness activities to ensure the capabilities and resources are available for an effective response. To assist communities and governments to recover from the disaster, the SEP outlines programs that establish a consistent, statewide framework to enable state, local, tribal governments, federal government and the private sector to work together to mitigate, prepare for, respond to and recover from the effects of emergencies regardless of cause, size, location, or complexity.

2018 State Hazard Mitigation Plan (SHMP)

Approved by FEMA in September 2018, as an Enhanced State Mitigation Plan, the 2018 SHMP update continues to build upon California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards, and further identifies and documents progress made in hazard mitigation efforts, new or revised state and federal statutes and regulations, and emerging hazard conditions and risks that affect the State of California. Resilience depends on the whole community and is a shared responsibility for all levels of government, private and nonprofit sectors, and individuals.

3.6.2.3 Local Regulations

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. The SCAQMD and regulations related to air quality are discussed in detail in Section 4.2 Air Quality.

Los Angeles County Hazardous Waste Management Plan

The Los Angeles County Hazardous Waste Management Plan adopted in November of 1989, contains policies and objectives as well as recommendations for hazardous waste minimizations, recycling and reclaiming, treatment, and disposal. The plan identifies future hazardous waste treatment and disposal needs and establishes County wide policy for waste treatment, transportation, and disposal. The plan also outlines criteria for choosing appropriate treatment and disposal sites.

City of Compton General Plan

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton Station Specific Plan project.

Public Safety Goal 6. Minimize risks to health and safety associated with handling, transporting, treating, generating, and storing hazardous materials.

Public Safety Policy 6.1. The City of Compton will require businesses to disclose hazardous material use and generation to the Compton Fire Department.

Public Safety Policy 6.2. The City of Compton will encourage and support the proper disposal of hazardous materials.

Public Safety Policy 6.3. The City of Compton will vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water or released as fumes into the air.

Public Safety Policy 6.4. The City of Compton will support efforts to enforce the State's "right to know" laws, which outline the public's rights to information about local toxic producers.

Public Safety Goal 7. Minimize risks to life and property from underground pipeline hazards.

Public Safety Policy 7.1. The City of Compton will ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information regarding each underground pipeline.

Public Safety Policy 7.2. The City of Compton will maintain procedures to deal with pipeline accidents in the City's Emergency Plan.

Public Safety Policy 7.3. The City of Compton will avoid locating new residential development or other sensitive land uses in close proximity to major pipelines with a significant potential for explosion or fire.

3.6.3 IMPACTS AND MITIGATION MEASURES

3.6.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the use and/or transportation of hazards and hazardous materials, if any of the following would occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

3.6.3.2 Methodology

The analysis in this section includes a focus on the use, disposal, transport, and management of hazardous or potentially hazardous materials resulting from potential development or redevelopment resulting from the implementation of the Plan. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with the implementation of the Plan is also analyzed. This section addresses potential short-term construction impacts resulting from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils, and impacts related to the operation of development in the Plan area over time. Operational impacts would generally be associated with the type of uses proposed and the materials that operation of these uses would entail. In determining the level of significance, the analysis assumes that any development under the Proposed Plan would comply with relevant federal and state laws and regulations.

In 2015, the California Supreme Court in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project, as well as other impacted individuals. Therefore, the analysis focused on the potential for the Plan to exacerbate an existing condition.

3.6.4 ENVIRONMENTAL IMPACTS

Impact HAZ-1 **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Less Than Significant Impact.

The Specific Plan would facilitate development focused throughout the Compton Station Specific Plan Area, in areas where hazardous materials could be stored or used, or where previous use has resulted in contamination of the site. The development of residential uses near commercial or industrial facilities that use, or store hazardous materials could increase the risk of exposure to harmful health effects. Impacts related to hazardous materials relate to construction activity and the operation of residential and commercial uses. Each of these issues are described below.

Construction Activities

The Plan proposes infill development within an urban area, including redevelopment of older, potentially contaminated sites. Thus, during construction of future site-specific development projects pursuant to the Plan, hazardous materials in the form of paints, solvents, glues, roofing materials, and other common construction materials containing toxic substances would be transported to individual construction sites.

In addition, asbestos, lead, PCBs, or other hazardous materials could exist within buildings that would be demolished or remodeled under the proposed Plan. Therefore, hazardous material surveys and abatement activities for buildings constructed prior to the 1980s would be required pursuant to the existing U.S. DOT, DTSC, Title 27 of the California Code of Regulations, CalEPA, Cal/OSHA regulations, and Section 19827.5 of the California Health and Safety Code, which are described above. In addition, all PCBs, asbestos-containing materials, and lead based paints are required to be abated in accordance with SCAQMD, Cal/OSHA, and California Health and Safety Code requirements prior to demolition or renovation activities commence.

The asbestos, lead, PCBs, or other hazardous materials that may be encountered during demolition or construction activities would be transported and disposed of in compliance with all applicable regulations for the handling of such waste, including SCAQMD Rule 1403 (asbestos) and the California Code of Regulations. Additionally, appropriate documentation for hazardous waste that is transported in connection with activities at development sites (such as disposal of asbestos or building materials containing lead-based paint or PCBs) would be required by the City's Public Works Department prior to issuance of any demolition or construction permits (as required by federal, state, and city regulations) to ensure compliance with the existing hazardous materials regulations described above. These requirements were developed to protect human health and the environment and compliance with these existing regulations would reduce impacts related to demolition, transport, and disposal of hazardous materials to a less-than–significant level.

Operational Activities

Hazardous materials are routinely transported by trucks along the major state routes and roadways and railways. The Plan Area includes Alameda Street, Compton Boulevard, Rosecrans Avenue, and the Union Pacific Railroad running adjacent to Alameda Street. However, transportation of such materials is highly regulated to ensure the safety of the public. The proposed residential and commercial uses may involve the use, storage, disposal or transportation of hazardous materials, but the potential residential and most of the potential commercial uses do not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. Such materials would likely be limited to solvents, paints,

chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already widely used throughout the Plan Area.

Operation of the industrial uses would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Onsite activity involving hazardous substances (e.g., diesel fuel, oil, lubricants), and the transport, storage, handling, and retail sale of these substances must adhere to applicable local, State, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, sale, storage, or transport of hazardous substances is monitored by various local (i.e., the County of Los Angeles and the Los Angeles County Fire Department) and State (i.e., DTSC) entities. Potentially hazardous waste produced during operation would also be collected, stored, and disposed of in accordance with applicable laws and regulations. Therefore, potential impacts associated with operation would be less than significant.

Mitigation Measures

Because construction activities and operations of new uses resulting from the Plan would be required to comply with existing laws and regulations, impacts related due to routine transport, use, or disposal of hazardous materials would be less than significant, and no mitigation measures would be required.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-2 **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

Less Than Significant Impact.

Construction

Implementation of the Specific Plan could facilitate demolition or redevelopment of existing buildings within the Plan Area. Structures built before the 1970s typically contained ACM. Demolition or redevelopment of these structures could result in health hazard impacts to workers if not remediated prior to construction activities. Therefore, demolition and construction activities would be required to adhere to SCAQMD Rule 1403, which establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition

activities and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards.

The use of Best Management Practices during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit would minimize potential adverse effects to the general public and the environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, grading and excavation of sites during construction of projects per the proposed Plan may expose construction workers and the public to potentially unknown hazardous substances present in the soil. If any unidentified sources of contamination are encountered during grading or excavation, the handling and removal activities required could pose health and safety risks to workers and the public. Soil, water, or air contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

Due to the long history of urban uses within the Plan area, it is also possible that old underground storage tanks (USTs) that were in use prior to permitting and record keeping requirements may be present within the Plan area. If an unidentified UST were to be uncovered or disturbed during construction activities, it could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing any uncovered tank pursuant to existing Los Angeles County standards as enforced and monitored by the County Department of Public Health/Environmental Health

Division and DTSC, which would reduce potential hazards impacts related to unknown contamination or USTs to a less-than-significant level.

Overall, should construction activities be proposed for a site that may be contaminated due to previous uses, a site study and specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations, under the supervision of the DTSC before construction activities could begin. Implementation of construction activities of developments pursuant to the proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. As a result, potential impacts related to the reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment would be less than significant.

Operation

As described above, land use changes pursuant to the Plan would result in construction that would facilitate the removal of existing hazardous building materials that may be present, and would also cleanup potentially contaminated sites, thus reducing the potential for operation of new development to result in risk of upset or accidents that could release existing hazardous materials that are located on the project site into the environment.

In general, risks from hazards and hazardous materials would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the proposed Plan would involve a variety of land uses and would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Plan area. Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes a hazardous material (or waste) is a handler and would require a hazardous materials handler permit and would be required to provide regular reporting to the California Environmental Reporting System (CERS).

Through future development under the proposed Plan, hazardous materials could be stored within the Plan area; however, the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of

hazardous materials accidents. As a result, implementation of the proposed Plan would not result in 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, and impacts would be less than significant.

Mitigation Measures

Impacts related to hazards due to reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment from implementation of the proposed TOD Plan would be less than significant, and no mitigation measures are required.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-3 **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.**

Less Than Significant Impact.

The Specific Plan would involve the development and redevelopment of various land uses in the Plan Area. As discussed in Section 3.13, Public Services, the closest schools within and near the Plan Area include:

- Lifeline Education Charter School (225 S. Santa Fe Avenue)
- Lifeline Education Middle School (440 S. Santa Fe Avenue)
- Rosecrans Elementary School (1301 N. Acacia Avenue)
- Dickison Elementary School (905 N. Aranbe Avenue)
- Benjamin O. Davis Middle School (621 W. Poplar Street)
- Compton High School (601 S. Acacia Avenue)
- Our Lady of Victory School (601 E. Palmer Street)

Common hazardous materials would be used in the construction and operation of new development in the Plan area, including use of standard construction materials (e.g., paints, solvents, and adhesives), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and pesticides associated with landscaping around new developments. The

Plan provides for mixed urban land uses such as residential, retail commercial, institutional, public and light industrial; and does not include new land uses, such as large-scale industrial uses, that would result in hazardous emissions or are considered acutely hazardous. Additionally, routine use, transport, and disposal of hazardous materials would occur with implementation of the Plan; however, the types of uses that would emit or release hazardous or acutely hazardous materials into the environment are typically industrial manufacturing facilities, which are not proposed within the Plan.

In addition, all businesses that handle or transport hazardous materials (such as dry cleaners or automotive repair shops) would be required to comply with the provisions of the state and federal regulations for hazardous wastes, as described previously. The laws and regulations related to the generation of hazardous emissions and handling hazardous materials are intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the proposed Plan would result in a less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools.

Mitigation Measures

Although the proposed Plan could place businesses with the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school, compliance with applicable laws and regulations would reduce impacts to less than significant.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-4 **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, create a significant hazard to the public or the environment.**

Less Than Significant Impact.

Table 3.6-2, Department of Toxic Substances Control Cleanup Sites within the Plan Area, includes DTSC listed cleanup sites within and near the Plan Area. The listed sites do not include any "active" cases involved in voluntary cleanup, evaluation, or corrective action. Contaminated properties are regulated at the federal, State, and local level, and are subject to compliance with stringent laws and regulations for

investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Future development projects that would be accommodated by the Specific Plan would be required to comply with these existing laws and regulations. Additionally, Phase I Environmental Site Assessments (Phase I ESA) would be required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA and to minimize environmental liability under other laws, such as RCRA as a prerequisite for a lender to extend a loan for purchase of land. Phase I ESAs are also conducted to establish an environmental baseline before a lease of land and would determine whether recognized environmental conditions are present on the development site. With compliance of all applicable laws and regulation, impacts related to hazardous materials site listings would be less than significant. Compliance with these laws, regulations would be ensured through the City's development review and building plan check process. Impacts would be less than significant.

Mitigation Measures

Impacts related to hazards due to development of a site that is included on a list of hazardous materials sites from implementation of the proposed Plan would be less than significant

Residual Impacts

Impacts would be less than significant.

Impact HAZ-5 **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?**

Less Than Significant Impact.

The Plan Area is located approximately 0.5-mile northeast of the Compton/Woodley Airport. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), so the airport is part of the Los Angeles County ALUP. The Specific Plan would focus development at opportunity sites and districts mostly within the Civic Center and Commercial Core, as well as roadway corridors such as Compton Boulevard and Alameda Avenue. Building heights would be restricted to 10 floors in the Downtown Core Zone, which would be similar if not slightly less, than the existing Compton Courthouse. Development of these areas would not create a safety hazard associated with the Compton/Woodley Airport.

In addition, as discussed in **Section 3.11, Noise and Vibration**, the Plan Area would not be located within the airports' noise contours.[22] As such, the Plan would not expose people residing or working in the Plan area to excessive airport-related noise levels. As such, impacts would be less than significant.

Mitigation Measures

Impacts related to safety hazards within 2 miles of a public airport and/or within an airport land use plan would not occur from implementation of the proposed Specific Plan.

Residual Impacts

Impacts would be less than significant.

Impact HAZ-6 **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Less Than Significant Impact.

Construction

Construction pursuant to the proposed Specific Plan would occur over a period of 20 years on discreet sites in various locations within the Plan area. As discussed in greater detail in **Section 3.14, Transportation**, although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan area would be maintained at all times as required.

As part of the review and approval of site-specific development projects within the Plan area, development plans will be reviewed by the City's police and fire agencies prior to construction to ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. Included in such plans would be provisions for any needed signage for detours, training of flagmen, and provision for staging areas for emergency vehicles responding to a call, as required by the City's police and fire agencies. Thus, emergency access in and out of construction sites, including evacuation routes for construction workers, would remain during the construction process.

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22 City of Compton. 2011. General Plan 2030 – Noise Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

Operation

The Specific Plan would aim to improve the vehicular, pedestrian, and bicycle access and connectivity from the Compton Station throughout the Plan Area. The Specific Plan does not include the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, such as the City's Emergency Operations Plan (EOP).[23] The EOP sets forth assignments to be carried out by City Departments in a time of emergency. The Fire Department, beyond its fire prevention and communications roles, is responsible for rescue operations.

Primary evacuation routes within the Plan Area, as identified in the Compton General Plan Safety Element, include Compton Boulevard, Rosecrans Avenue, Alameda Street, and Willowbrook Avenue.[24] The Specific Plan would aim to re-establish vehicular access along Willowbrook Avenue adjacent to the Compton Station, where the COMPTON Letters Plaza currently lies. This would allow Willowbrook Avenue to better serve as an emergency access route, as intended in the General Plan Safety Element. The Specific Plan outlines safety improvements on Willowbrook Avenue, providing design alternatives near Compton Station to improve traffic flow and safety for both pedestrians and drivers.

Under the Specific Plan's preferred alternative, Alameda Street East would be closed and converted into a greenway. However, Alameda Street East between Rosecrans Avenue and Compton Boulevard is currently a lightly-traveled street with traffic volumes of less than 30 percent of capacity. The roadway has 16 foot wide travel lanes, with only a few properties drawing access from Alameda Street East. Furthermore, Alameda Street West, currently provides northbound and southbound travel, with multiple lanes in each direction. As such, Alameda Street West would remain as an emergency access route.

Overall, the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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23 City of Compton. 2011. General Plan 2030 – Public Safety Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

24 City of Compton. 2011. General Plan 2030 – Public Safety Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

Residual Impacts

Impacts would be less than significant.

Impact HAZ-7 **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.**

No Impact.

Wildfire hazard areas are commonly identified in regions of the wildland/urban interface. However, the Plan area is an entirely built-out urban community that is characterized (and surrounded) by a mix of residential, commercial, and industrial areas, and does not interface with any wildlands or an area classified as a Fire Hazard zone as identified by the California Department of Forestry and Fire Protection (CAL FIRE).[25] Therefore, impacts related to exposure of people to wildland fires would not occur. As such, the Specific Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impact would occur.

3.6.5 CUMULATIVE ANALYSIS

The geographical area of the cumulative evaluation of hazardous materials is the Specific Plan area as well as one-quarter mile from the Specific Plan area. Cumulative growth in the vicinity of the Specific Plan area could include commercial and residential projects due to vacant or underutilized parcels near the Specific Plan area. The Artesia Specific Plan area is located to the south of the Plan area and would be a cumulative project to this project but that plan does not include any industrial uses.

Continued urban development in the Plan Area would cumulatively increase the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards would occur as intensification of development occurs. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific

[25] California Department of Forestry and Fire Prevention (CAL FIRE). Fire Hazard Severity Zone Viewer. Available at: https://egis.fire.ca.gov/FHSZ/, accessed February 4, 2022.

hazards associated with individual sites. Compliance with appropriate federal, State, and local hazardous waste remediation and disposal requirements, including remedial action on contaminated sites, would avoid potential hazard impacts associated with cumulative development in the City. Although the proposed Plan would generate hazardous materials, the existing regulations would minimize potential impacts of the sites that generate the hazardous materials. Because the proposed Plan would result in less than significant impacts related to hazardous materials, the Plan's contribution to cumulative hazardous materials impacts would be less than cumulatively considerable.

3.6.6 REFERENCES

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3.7 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This section addresses impacts to the City's water quality and hydrological resources from implementation of the Specific Plan, identifies the regulatory framework with respect to regulations that address hydrology and water quality, and evaluates the significance of the potential changes to hydrologic features and water quality that could result from implementation of the Specific Plan.

3.7.1 ENVIRONMENTAL SETTING

3.7.1.1 Watershed

Regional Hydrology

The City of Compton is located in the South Coast Hydrologic Region. This region covers approximately 10,600 square miles (6.78 million acres) and includes all of Orange County, the majority of Ventura, Los Angeles and San Diego counties, portions of San Bernardino and Riverside counties, and small amounts of Santa Barbara and Kern counties. The South Coast Hydrologic Region receives inflows via precipitation and surface runoff from the South Lahontan and Colorado River Regions. All surface waters in the South Coast Hydrologic Region flow into the Pacific Ocean.[1]

Watersheds

There are 19 major watersheds in the South Coast Region. Many of these have densely urbanized lowlands with concrete-lined channels and dams controlling flood flows. The headwaters for many rivers, however, are in coastal mountain ranges and have remained largely undeveloped. The Plan Area is in the Los Angeles River Watershed, which covers a land area of 834 square miles. The western portion spans from the Santa Monica Mountains to the Simi Hills and the eastern portion spans from the Santa Susana Mountains to the San Gabriel Mountains. The watershed encompasses and is shaped by the path of the Los Angeles River, which flows from its headwaters in the mountains eastward to the northern corner of Griffith Park. The channel turns southward through the Glendale Narrows before it flows across the coastal plain and into the San Pedro Bay near Long Beach.[2]

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1 Department of Water Resources. 2020. "California's Groundwater Update 2020 (Bulletin 118)" Available at: https://data.cnra.ca.gov/dataset/calgw_update2020, accessed February 23, 2022.

2 Los Angeles County Department of Public Works. Los Angeles River Watershed. Available at: https://dpw.lacounty.gov/wmd/watershed/la/, accessed February 28, 2022.

The Compton Creek lies outside the Plan Area to the southwest, approximately 500 feet from the closest Plan Area boundary. It begins at a convergence of underground storm drains in the City of Los Angeles near Main and 107th Street, then flows generally south 8.5 miles to the confluence with the Los Angeles River in Rancho Dominguez. Compton Creek is a 42.1 square mile sub-watershed within the Los Angeles River Watershed. Located entirely within the alluvial, coastal floodplain of the Los Angeles River, this low-gradient stream was historically dominated by freshwater marshes and willow-cottonwood forest. The watershed is highly urbanized with only 3.3% of the land being used for open space, parks, agriculture, or vacant.[3]

Surface Water

In the Los Angeles River Watershed, the Arroyo Calabasas (Calabasas Creek) and Bell Creek (at the origin of the Los Angeles River), Brown's Canyon Wash, the Burbank Western Channel, Tujunga Wash, Arroyo Seco, Rio Hondo, and Compton Creek form the major tributaries. The watershed contains 22 lakes and 37 flood control reservoirs, as well as several spreading grounds.[4]

The upstream portion of Compton Creek is a concrete-lined box channel, while the southern portion consists of an earthen-bottom trapezoidal section with riprap banks. The earthen-bottom portion of Compton Creek contains remnant wetland habitat and adjoins some potential sites for constructed or treatment wetlands as well as wetland restoration.[5] **Figure 3.7-1, Surface Waters,** shows the surface waters in the vicinity of the Plan Area.

Groundwater

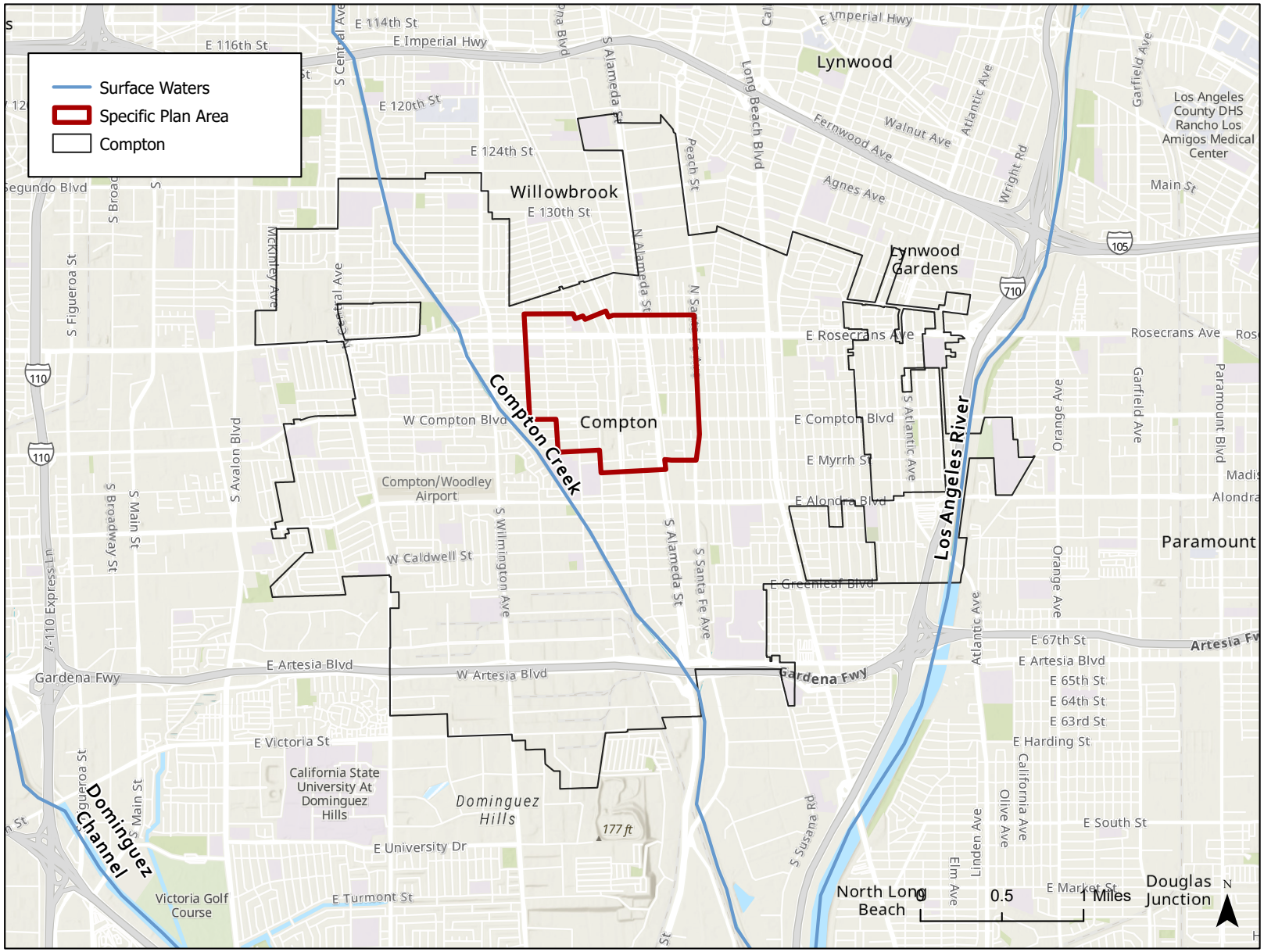
The Plan Area is in the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. This subbasin is commonly referred to as the "Central Basin." This area is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and the nearby Orange County Groundwater Basin roughly follows Coyote Creek, a regional drainage province boundary.

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3 University of California Division of Agriculture and Natural Resources (UCDAN). 2019. Compton Gateway: Symposium on Creekside Community Development. Available at: https://ucanr.edu/sites/wshedCC/, accessed February 28, 2022.

4 Department of Water Resources. 2013. California Water Plan – Groundwater Update 2013. Available at: https://data.cnra.ca.gov/dataset/california-water-plan-groundwater-update-2013, accessed February 28, 2022.

5 University of California Division of Agriculture and Natural Resources (UCDAN). 2019. Compton Gateway: Symposium on Creekside Community Development. Available at: https://ucanr.edu/sites/wshedCC/, accessed February 28, 2022.



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.7-1**

Surface Waters

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The Newport Inglewood fault system forms the southwestern boundary. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Average annual precipitation throughout the Central Basin ranges from 11 to 13 inches with an average of around 12 inches .[6] There are eight principal aquifers in the Central Basin. **Figure 3.7-2, Central Subbasin of the Los Angeles Groundwater Basin,** shows the boundaries of the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin in relation to the Plan Area.

3.7.1.2 Floodplain Mapping and Hydraulic Modeling

Flooding

Flood Hazards

The City contains three major flood control facilities: the City's east and west forks that consist of concrete-lined channels, as well as a portion of the Los Angeles River that flows through the City's eastern boundary. Flood control is discussed in Compton's Public Safety Element of its 1991 General Plan. Flooding in the event of a major 100-year storm, a major storm event that has a one percent chance of occurring any year in a 100-year period, is a concern in the City. The area that lies between the LA River and Compton Creek are most at-risk of flooding from an overflow of the Los Angeles River Channel. This portion makes up two-thirds of the City and would be subject to shallow flooding of one to three feet. Regional flood control facilities are inadequate as they were not designed for the 100-year storm.[7]

Flood Hazard Zones

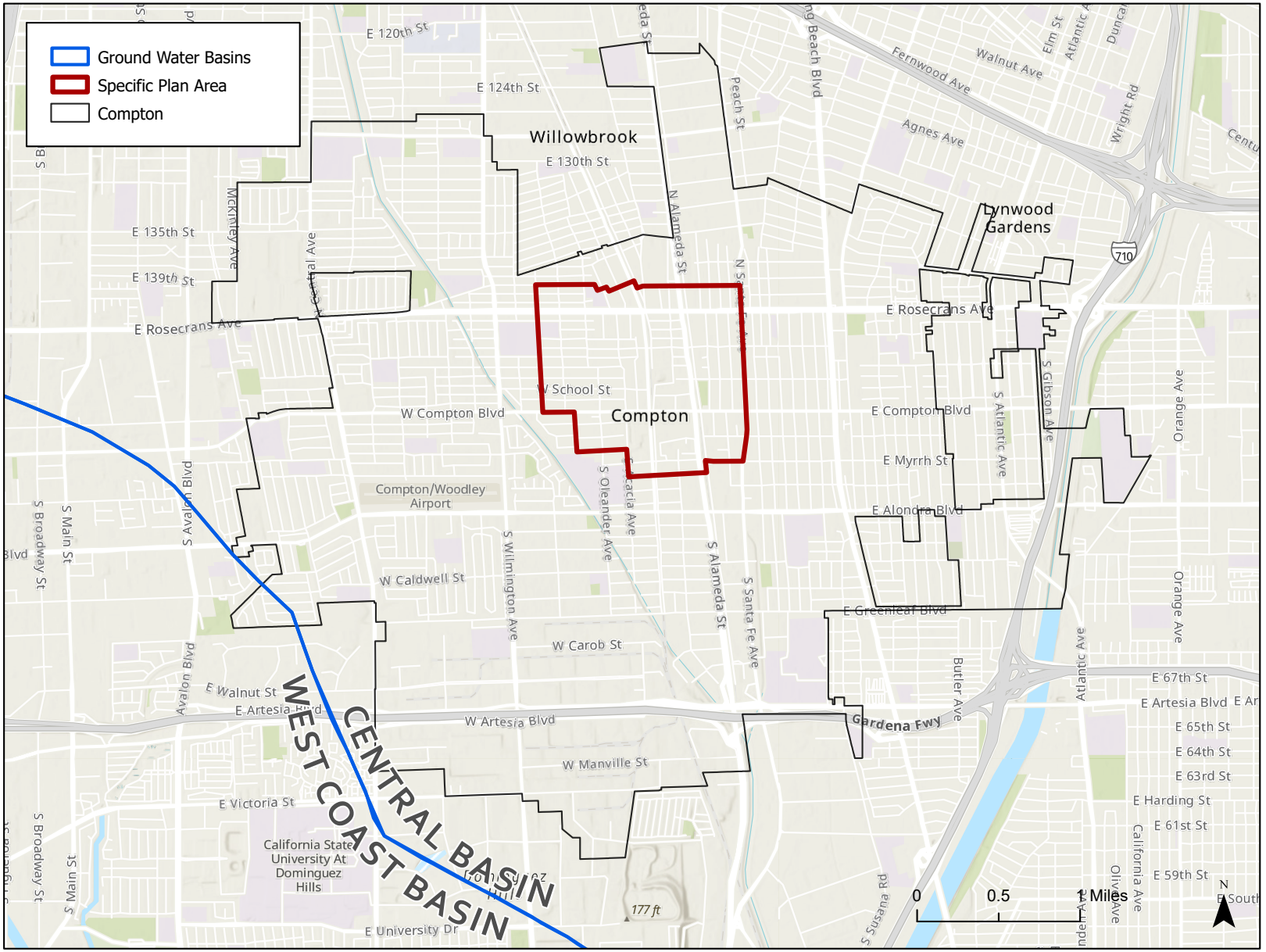
The Los Angeles County Department of Public Works (LADPW) has incorporated data from the Federal Emergency Management Agency (FEMA) into an online map for El Niño Storm Hazard Areas. Based on this map, the central and eastern portions of the City are in a Moderate Flood Risk Area; the eastern boundary of the City near the Los Angeles River is located in a High Flood Risk Area; and the central portion of the City where Compton Creek flows is in a High Flood Risk Area. The Plan Area, is within the Moderate- Flood Risk Area.[8]

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6 Department of Water Resources. 2004. South Coast Hydrologic Region Coastal Plain of Los Angeles Groundwater Basin. Available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_04_CentralSubbasin.pdf, accessed February 28, 2022.

7 City of Compton. General Plan Vision 2010. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28, 2022.

8 Los Angeles County Department of Public Works. El Niño Storm Hazard Areas. Available at: https://dpw.lacounty.gov/disaster/elninostormhazardareas/, accessed February 28, 2022.



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.7-2**

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Central Subbasin of the Los Angeles Groundwater Basin

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Tsunami and Seiche

A tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water. Tsunamis are produced when movement occurs on faults in the ocean floor, usually during very large earthquakes. Sudden vertical movement of the ocean floor by fault movement displaces the overlying water column, creating a wave that travels outward from the earthquake source. An earthquake anywhere in the Pacific Ocean can cause tsunamis around the entire Pacific basin. The areas susceptible to tsunamis are those near to the ocean shore and along low-lying river channels. The Plan Area is located approximately 11 miles east of the Pacific Ocean. The Plan Area is not in a Tsunami Emergency Response Planning Zone.[9]

Seiches are waves generated in an enclosed body of water, such as a lake or bay, by seismic activity. Seiches are like tsunamis for enclosed bays, inlets, and lakes, and their waves can be generated by earthquakes, subsidence or uplift of large blocks of land, submarine and onshore landslides, sediment failures and volcanic eruptions. The strong currents associated with these events may be more damaging than inundation by waves. The Plan Area does not lie in an area near any large bodies of water or bays that could be affected by a seiche. The Compton General Plan notes that the potential danger in Compton from seiches is low or non-existent and is therefore not covered in the Public Safety Element.[10]

Drainage

Storm water runoff that does not infiltrate into the subsurface is directed into the City's storm drain system. Storm drainage facilities are provided by the City and the Los Angeles County Flood Control District. The City is a member of the Los Angeles County Flood Control Assessment District, which is responsible for the maintenance of County flood control facilities. As discussed in the City's Public Facilities Element, developers are required to coordinate with the County Flood Control District to contribute to drainage improvements that are impacted by their project.[11]

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9 California Office of Emergency Services. MyHazards. Available at: https://myhazards.caloes.ca.gov/, accessed February 28, 2022.

10 City of Compton. General Plan Vision 2010. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28, 2022.

11 City of Compton. General Plan Vision 2010. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=30775, accessed February 28, 2022.

3.7.1.3 Water Quality

Storm Water Quality Regulations

National Pollutant Discharge Elimination Systems Permits. The National Pollutant Discharge Elimination System (NPDES) permit system was established as part of implementation of the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. The Clean Water Act prohibits the discharge of any pollutant into navigable waters from a point source unless the discharge is in compliance with a NPDES Program permit. The purpose of the NPDES program is to manage urban storm water, thus minimizing pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive storm water management program.

The NPDES Program requires local agencies and project applicants to obtain permits to discharge storm water into "waters of the State." The regulations provide that discharges of storm water to waters of the United States from construction activities are effectively prohibited unless the discharge is conducted in compliance with an NPDES permit. Construction activities subject to this General Permit include clearing, grading, disturbances to the ground such as stockpiling, and excavation. Disturbance refers to exposed soil resulting from activities such as clearing, grading, and excavating. Construction activities can include road building, construction of buildings, and demolition.

In 1990, the U.S. EPA promulgated rules establishing Phase I of the NPDES storm water program. Phase I addresses—among other discharges—discharges from large construction activities disturbing 5 acres or more of land. The U.S. EPA finalized the Phase II Storm Water Program in December 1999. The Phase II Storm Water Program generally provides that regulated operators of small "municipally owned storm water systems (MS4s)" located in urban areas, which are defined to include universities, shall implement programs and policies to control polluted storm water runoff through the use of NPDES permits. Phase II also covers small construction activities that result in land disturbance of equal to or greater than 1 acre and less than 5 acres.

Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the Clean Water Act contain general requirements regarding NPDES permits. Section 402(p) of the Clean Water Act (an amendment to Section 404) established a framework for regulating construction storm water discharges under the NPDES Program. Section 307 describes the factors that the U.S. EPA must consider in setting effluent limits for priority pollutants.

State Water Quality Regulations. In California, the NPDES Program is administered by the nine California Regional Water Quality Control Boards (RWQCBs). Each RWQCB is required to adopt a water quality control plan, or basin plan, as required by Section 303 of the CWA and the Porter-Cologne Water Quality Control Act. The plans establish water quality standards and objectives for California rivers and their tributaries. The Porter-Cologne Water Quality Control Act requires that basin plans recognize and reflect regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, local water quality conditions and problems, and that they implement a program for achieving water quality objectives (*California Water Code*, Section 13050[j]).

Regional Water Quality Regulations. General Construction Activity Storm Water NPDES permits (General Permit) are issued for storm water discharges by the RWQCB. The Compton TOD Specific Plan site is within the Los Angeles Regional Water Quality Control Board.

The Los Angeles Regional Water Quality Control Board's (LARWCB) has established numeric sizing criteria for post-construction best management practices (BMPs) for new development within Ventura County and the incorporated cities under Order No. R4-2010-0108. The proposed numeric sizing criteria is intended to reduce adverse impacts to Los Angeles regional waters caused by new sources of urban pollution and increased volumes of storm water and non-storm water flows resulting from new development. The proposed water quality facilities will comply with the LARWCB water quality permit/order as follows.

1. Site Design Principles and Techniques are a stormwater management strategy that emphasizes conservation and use of existing site features to reduce the amount of runoff and pollutant loading that is generated from a project site.

2. Source Control Measures limit the exposure of materials and activities so that potential sources of pollutants are prevented from making contact with stormwater runoff.

3. Retention BMPs are stormwater BMPs that are designed to retain water onsite and achieve a greater reduction in surface runoff from a project site than traditional stormwater Treatment Control Measures. The term "Retention BMPs" encompasses infiltration, rainwater harvesting1, and evapotranspiration BMPs. Retention BMPs are preferred and shall be selected over biofiltration BMPs and Treatment Control Measures where technically feasible to do so.

4. Biofiltration BMPs are vegetated stormwater BMPs that remove pollutants by filtering stormwater through vegetation and soils.

5. Treatment Control Measures are engineered BMPs that provide a reduction of pollutant loads and concentrations in stormwater runoff.

Applicable projects must reduce Effective Impervious Area (EIA) to less than or equal to five percent (≤5%) of the total project area, unless infeasible. Impervious surfaces are rendered "ineffective" if the design storm volume is fully retained onsite using Retention BMPs. Biofiltration BMPs may be used to achieve the 5% EIA standard if Retention BMPs are technically infeasible.

Storm Water Non-Point Source Pollutants

The effects of urbanization, agriculture, and ranching can cause increased levels of non-point source pollutants in storm water runoff. This runoff can have a negative impact on adjacent streams and other receiving waters. Receiving waters can assimilate naturally a limited quantity of various constituent pollutants, but there are thresholds beyond which the measured amount results in an undesirable impact. The evaluation of whether a project includes whether it will impair the beneficial use to the receiving waters. Beneficial uses, as set forth in the Water Quality Control Plan, Los Angeles Region, Basin Plan for Coastal Watersheds of Los Angeles and Ventura Counties), include municipal and domestic water supply, industrial water supply, groundwater recharge, freshwater replenishment, contact and non-contact recreation, warm freshwater ecosystem, and wildlife habitat. Non-point source pollutants are characterized by major categories—sediment, nutrients, trace metals, oxygen-demanding substances, bacteria, oil and grease, and other toxic chemicals—in order to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements. However, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable effect.

Typical non-point source pollutants include the following:

Sediment. Sediment is comprised of tiny soil particles that are washed or blown into surface waters; it is the major pollutant by volume in storm water runoff. Suspended soil particles can cause the water to look cloudy or turbid and also act as a vehicle to transport other pollutants including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development.

Another major source of sediment is stream bank erosion, which an increase in peak rates and volumes of runoff from urbanization can accelerate. Detention and retention basins, depending on location, often have the effect of adding perennial water to drainage courses that previously had runoff only during the rainy season. Shallow aquifers throughout the area fill due to this constant flow. Perennial flow can be

present in locations that did not previously exist. A constant wet bottom in a channel or drainage course causes faster and higher peak flows plus additional erosion in the soft bottom channels, which is considered problematic.

Nutrients. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algae and excessive vegetative growth. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Nutrient export is typically greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are surface algae, water discolorations, odors, toxic releases, and overgrowth of plants.

Trace Metals. Trace metals are primarily a concern because of their potential toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of trace metals in urban runoff is attached to sediment, and this effectively reduces the level that is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with the sediment settle out and accumulate in soils. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

Oxygen-Demanding Substances. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in receiving waters. The biochemical oxygen demand of typical urban runoff is comparable to effluent from an effective secondary wastewater treatment plant. A water quality problem can occur when the rate of oxygen-demanding material exceeds the rate of oxygen replenishment. Oxygen demand is estimated by direct measure of dissolved oxygen and indirect measures such as levels of biochemical oxygen demand, chemical oxygen demand, oils and greases, and total organic carbon.

Bacteria. Bacteria levels in undiluted urban runoff typically exceed public health standards for water-contact recreation. Total coliform counts typically exceed EPA water quality criteria at most sites in most rain events. Although the coliform bacteria that are detected may not be a direct health risk, they are often associated with human pathogens.

Oil and Grease. Runoff containing oil and grease typically contains a wide variety of hydrocarbons, some of which can be toxic to aquatic life in low concentrations. These materials initially float on water and

create a rainbow-colored film. Hydrocarbons are quickly absorbed in sediment. The major source of hydrocarbons in urban runoff is leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbons; however, illegal disposal of waste oil into storm drains can be a local problem.

Other Toxic Chemicals. Pollutants generally related to hazardous wastes or toxic chemicals can be detected in storm water. Pollutant scans have been conducted in previous national studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. Scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (with the possible exception of illegally disposed or applied household hazardous waste). Measures of toxic pollutants in storm water include (1) phthalate (plasticizer compound), (2) phenols and creosols (wood preservatives), (3) pesticides/herbicides, (4) oils and greases, and (5) metals.

3.7.2 REGULATORY FRAMEWORK

3.7.2.1 Federal Regulations

Rivers and Harbors Appropriation Act of 1899, Section 10

Authorization from the United States Army Corps of Engineers (USACE) must be obtained for construction of a structure in or over any navigable water of the U.S., pursuant to Section 10 of the Rivers and Harbors Appropriation Act of 1899 (33 U.S. Code [USC] 403). Authorization is also needed for structures built near navigable water if they would affect the course, location, condition, or capacity of the water body, as through re-channelization, disposal of fill, and so forth.

Wild and Scenic Rivers Act of 1968 (WSRA)

The objective of the WSRA (Public Law 90–542), dated October 2, 1968, is the preservation of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. The WSRA provides permanent protection for some of the country's most outstanding free flowing rivers and prohibits federal support for actions such as the construction of dams or other harmful instream activities.

Clean Water Act of 1972, as amended (CWA)

The law was originally enacted as the Federal Water Pollution Control Act (FWPCA; Public Law 92–500) in 1948 but took on its modern form when completely rewritten in 1972 in an act entitled the Federal

Water Pollution Control Act Amendments of 1972, now commonly known as the Clean Water Act. Major changes have subsequently been introduced via amendatory legislation including the Clean Water Act of 1977 and the Water Quality Act of 1987.

The Clean Water Act (CWA) is the primary federal law in the United States governing water pollution. Its objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. It is one of the United States' first and most influential modern environmental laws. As with many other major U.S. federal environmental statutes, it is administered by the U.S. EPA, in coordination with state governments. Its implementing regulations are codified at 40 C.F.R. Subchapters D, N, and O (Parts 100-140, 401-471, and 501-503).

Section 303(d)

Section 303(d) of the Federal CWA requires the SWRCB to list impaired water bodies and determine TMDLs of pollutants or other stressors that are contributing excessively to these impaired waters.

Section 401 – Water Quality Certification

Section 401 establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters. Under the CWA, the U.S. Environmental Protection Agency (U.S. EPA) has implemented pollution control programs such as setting wastewater standards for industries and surface waters.

Section 402

Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit process. In California, NPDES permitting authority is delegated to, and administered by the nine RWQCBs. Pursuant to Section 402, a discharge of any pollutant from a point source into navigable waters, are prohibited unless an NPDES permit is obtained. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Section 402(p) establishes that storm water permits are required for discharges from a municipal separate storm sewer system (MS4) serving a population of 100,000 or more. U.S. EPA defines an MS4 as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch

basins, curbs, gutters, ditches, man-made channels, or storm drains) owned or operated by a State (40 CFR 122.26(b)(8)).

The California Department of Transportation (Caltrans) is responsible for the design, construction, management, and maintenance of the State highway system, including freeways, bridges, tunnels, Caltrans' facilities, and related properties, and is subject to the permitting requirements of CWA Section 402(p). Caltrans' discharges consist of storm water and non-storm water discharges from state-owned rights-of-way.

Before July 1999, discharges from Caltrans' MS4 were regulated by individual NPDES permits issued by the RWQCBs. On July 15, 1999, the SWRCB issued a statewide permit (Order No. 99-06-DWQ) that regulated all discharges from Caltrans MS4s, maintenance facilities, and construction activities. On September 19, 2012, Caltrans' permit was reissued (Order No. 2012-0011-DWQ), and it became effective on July 1, 2013.

Caltrans' Storm Water Management Plan (SWMP) describes the procedures and practices used to reduce or eliminate the discharge of pollutants to storm drainage systems and receiving waters. The SWMP was most recently updated in July of 2016.

Section 404 – Discharge of Dredge or Fill Material

Section 404 of the federal CWA is administered and enforced by the USACE. Section 404 of the CWA establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. USACE administers the day-to-day program, including the determination of eligibility of project for use of Categorical Exclusions and Nationwide Permits, and review and consideration of individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance; and enforces Section 404 provisions.

Executive Order 11990 - Protection of Wetlands

This executive order is an overall wetlands policy for all agencies managing federal lands, sponsoring federal projects, or providing federal funds to state or local projects. This executive order requires that when a construction project involves wetlands, a finding must be made by the federal agency that there is no practicable alternative to such construction, and that the proposed action includes all practicable measures to minimize impacts to wetlands resulting from such use.

Pollution Prevention Act of 1990

The Pollution Prevention Act (42 USC §13101 et seq.) focused on reducing the amount of pollution through cost-effective changes in production, operation, and raw materials. The Act focuses on source reduction which reduces the release of hazardous substances through practices that increase efficiency in energy, water, or other natural resources.

Antidegradation Policy

The Antidegradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered antidegradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.

- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.

- Tier 3—Maintains and protects water quality in outstanding national resource waters (ONRWs). Water quality cannot be lowered in such waters except for certain temporary changes.

Antidegradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in section 303(d)(4)(B), requiring satisfaction of antidegradation requirements before making certain changes in NPDES permits.

Clean Water Rule: Definition of Waters of the United States (WOTUS Rule)

On June 29, 2015, the U.S. EPA and USACE jointly published the final WOTUS Rule (40 CFR Parts 110, 112, 116, et al. and 33 CFR Part 328) for determining the extent to which wetlands and other water features are protected under the CWA. The original final rule:

- **Clearly defines and protects tributaries that impact the health of downstream waters.** The CWA protects navigable waterways and their tributaries. The rule says that a tributary must show physical features of flowing water—a bed, bank, and ordinary high water mark—to warrant protection. The rule provides protection for headwaters that have these features and science shows can have a significant connection to downstream waters.

- **Provides certainty in how far safeguards extend to nearby waters.** The rule protects waters that are next to rivers and lakes and their tributaries because science shows that they impact downstream waters. The rule sets boundaries on covering nearby waters for the first time that are physical and measurable.

- **Protects the nation's regional water treasures.** Science shows that specific water features can function as part of a system and impact the health of downstream waters. The rule protects prairie potholes, Carolina and Delmarva bays, pocosins, western vernal pools in California, and Texas coastal prairie wetlands when they impact downstream waters.

- **Focuses on streams, not ditches.** The rule limits protection to ditches that are constructed out of streams or function like streams and can carry pollution downstream. So, ditches that are not constructed in streams and that flow only when it rains are not covered.

- **Maintains the status of waters within Municipal Separate Storm Sewer Systems.** The rule does not change how those waters are treated and encourages the use of green infrastructure.

- **Reduces the use of case-specific analysis of waters.** Previously, almost any water could be put through a lengthy case-specific analysis, even if it would not be subject to the Clean Water Act. The rule significantly limits the use of case-specific analysis by creating clarity and certainty on protected waters and limiting the number of similarly situated water features.

A CWA permit is only needed if a "water of the United States" is going to be polluted or destroyed. The Clean Water Rule only protects the types of waters that have historically been covered under the CWA. It does not regulate most ditches and does not regulate groundwater, shallow subsurface flows, or tile drains. It does not make changes to current policies on irrigation or water transfers or apply to erosion in a field. The Clean Water Rule addresses the pollution and destruction of waterways—not land use or private property rights.

States opposing the far-reaching impacts of the WOTUS rule challenged the validity of the rule in 13 states, and the fight has expanded nationwide. Attorney generals from 18 states filed a motion with the 6th Circuit Court of Appeals in Ohio in early September asking the court to place a stay on WOTUS, barring the U.S. EPA from enforcing it for 50 days. The move came after U.S. District Court-District of North Dakota placed a stay on the WOTUS rule in the 13 states under its jurisdiction but, in a separate ruling, refused to expand the injunction nationwide. In February 2018, the U.S. EPA established an applicability date of February 2020 for the 2015 Rule defining WOTUS. The lack of clarity and timeliness

has left many agencies confused and the 2015 Rule remains in effect in only 22 states, the District of Columbia, and the U.S. territories. Information is currently being updated on an ongoing basis.

National Flood Insurance Act

The U.S. Congress passed the National Flood Insurance Act in 1968 and the Flood Disaster Protection Act in 1973 to restrict certain types of development on floodplains and to provide for a NFIP. The purpose of these acts is to reduce the need for large, publicly-funded flood control structures and disaster relief. The NFIP is a federal program administered by the Flood Insurance Administration of FEMA. It enables individuals who have property (a building or its contents) within the 100-year floodplain to purchase insurance against flood losses. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map of those areas. Floodplain mapping is an ongoing process in the Bay Area and flood maps must be regularly updated for both major rivers and tributaries as land uses and development patterns change.

Executive Order 11988, Flood Plain Management

The objective of Presidential Executive Order 11988, dated May 24, 1977, is the avoidance of, to the extent possible, long- and short-term adverse impacts associated with the occupancy and modification of the base floodplain (100-year floodplain) and the avoidance of direct and indirect support of development in the base floodplain wherever there is a practicable alternative. Under the Executive Order, the USACE must provide leadership and take action to:

- Avoid development in the base floodplain unless it is the only practicable alternative
- Reduce the hazard and risk associated with floods
- Minimize the impact of floods to human safety, health, and welfare
- Restore and preserve the natural and beneficial values of the base floodplain

3.7.2.2 State

Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 (Cal. Water Code Section 13000 et seq.), requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative to the applicable and numerical water quality standards, and implementation procedures.

The Porter-Cologne Water Quality Control Act also authorizes the State Boards to adopt, review, and revise policies for all waters of the state (including both surface and ground waters) and directs the regional boards to develop Basin Plans. The act also authorizes State Boards to adopt Water Quality Control Plans. In the event of inconsistencies among state and regional board plans, the more stringent provisions apply.

Lake or Streambed Alteration

The California Department of Fish and Wildlife (CDFW) is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, Section 1600 of the California Fish and Game Code requires an entity to notify CDFW of any proposed activity that may substantially modify a river, stream, or lake. Notification is required by any person, business, state, or local government agency or public utility that proposes an activity that will:

- Substantially divert or obstruct the natural flow of any river, stream or lake;
- Substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. If CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. In August 2005, the California Fish and Game Commission policy regarding wetlands resources stated that "it is the policy of the Fish and Game Commission to seek to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California" and to "strongly discourage development in or conversion of wetlands."[12] As a result, although the Commission has no independent statutory permitting authority related to wetlands, the policy underscores that the Commission does not support wetland development proposals unless "project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage" and "prefers mitigation which would achieve expansion of wetland acreage and enhancement

12 California Fish and Game Commission. *Miscellaneous Policies: Wetlands Resources*. Available online at: https://fgc.ca.gov/About/Policies/Miscellaneous, accessed February 4, 2022.

of wetland habitat values." The Agreement includes reasonable conditions necessary to protect those resources and must comply with CEQA. The entity may proceed with the activity in accordance with the final Agreement.

Antidegradation Policy

California's antidegradation policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. It protects waters where existing quality is higher than necessary for the protection of beneficial uses. Any actions with the potential to adversely affect water quality must 1) be consistent with maximum benefit to the people of the State, 2) not unreasonably affect present and anticipated beneficial use of the water, and 3) not result in water quality less than that prescribed in water quality plans and policies. Any actions that can adversely affect surface waters are also subject to the federal antidegradation policy (40 CFR Section 131.12) developed under the CWA.

Sustainable Groundwater Management Act (SGMA)

On September 16, 2014 Governor Edmund G. Brown Jr. signed a three-bill package known as the Sustainable Groundwater Management Act. The legislation allows local agencies to customize groundwater sustainability plans to their regional economic and environmental needs. SGMA creates a framework for sustainable, local groundwater management for the first time in California history.

The three bills that make up SGMA are Assembly Bill (AB) 1739 by Assembly Member Roger Dickinson, Senate Bill (SB) 1319, and SB 1168 by Senator Fran Pavley.

In September 2015, Governor Brown signed SB 13, by Senator Fran Pavley. The Bill makes various technical, clarifying changes to SGMA including requirements for groundwater sustainability agency formation, the process for State Water Board intervention if no responsible agency is specified for a basin, guidelines for high- and medium-priority basins, and participation of mutual water companies in a groundwater sustainability agency.

Construction General Permit

The California Construction Stormwater Permit (Construction General Permit) 1, adopted by the SWRCB, regulates construction activities that include clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges and all discharges that contain a hazardous

substance in excess of reportable quantities established in Title 40, Sections 117.3 or 302.4 of the CFR, unless a separate NPDES permit has been issued to regulate those discharges. The Construction General Permit requires that all developers of land where construction activities will occur over more than 1 acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three Risk Levels established in the General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the Nation;
- Develop and implement a stormwater pollution prevention plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/ Best Conventional Pollutant Control Technology standards; and
- Perform inspections and maintenance of all BMPs.

To obtain coverage under the NPDES Construction General Permit, the Legally Responsible Person must electronically file all permit registration documents with the SWRCB before the start of construction. Permit registration documents must include:

- Notice of Intent,
- Risk Assessment,
- Site Map,
- SWPPP,
- Annual Fee, and
- Signed Certification Statement.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control pollutants from construction materials, and address post construction runoff quantity (volume) and quality (treatment). The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

California Green Building Standards Code

Chapters 4 and 5 of the California Green Building Standards Code (CALGreen) include mandatory measures for residential and nonresidential development, respectively. Section 4.106.2 requires

residential projects that disturb less than one acre and are not part of a larger common plan of development, manage stormwater drainage during construction through use of on-site retention basins, filtration systems where stormwater is conveyed to a public drainage system, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff because of construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes.

California Department of Transportation NPDES Permit

The California Department of Transportation (Caltrans) was originally issued a statewide NPDES permit (Order 99-06-DWQ) in 1999, which requires Caltrans to regulate nonpoint source discharge from its properties, facilities, and activities. The Caltrans permit requires development of a program for communication with local agencies, and coordination with other MS4 programs where those programs overlap geographically with Caltrans facilities. As part of the permit, Caltrans is required to create and annually update a Stormwater Management Plan (SWMP) that is used to outline the regulation of pollutant discharge caused by current and future construction and maintenance activities. SWMP requirements apply to discharges from Caltrans stormwater conveyances, including catch basins and drain inlets, curbs, gutters, ditches, channels, and storm drains. The SWMP applies to discharges consisting of stormwater and non-stormwater resulting from the following:

- maintenance and operation of state-owned highways, freeways, and roads;
- maintenance facilities;
- other facilities with activities that have the potential for discharging pollutants;
- permanent discharges from subsurface dewatering;
- temporary dewatering; and
- construction activities.

The discharges addressed by the SWMP flow through municipal stormwater conveyance systems or flow directly to surface water bodies in the state. These surface water bodies include creeks, rivers, reservoirs, lakes, wetlands, lagoons, estuaries, bays, and the Pacific Ocean and tributaries.

This SWMP applies to the oversight of outside agencies' or non-Caltrans entities' (third parties) activities performed within Caltrans' MS4 to ensure compliance with stormwater regulations. Non-Caltrans

activities include highway construction and road improvement projects, as well as residential use and business operations on leased property.

The SWMP must be approved by the SWRCB and, as specified in the permit, it is an enforceable document. Compliance with the permit is measured by implementation of the SWMP. Caltrans' policies, manuals, and other guidance related to stormwater are intended to facilitate implementation of the SWMP. Caltrans also requires all contractors to prepare and implement a program to control water pollution effectively during the construction of all projects.

In lieu of the more recently adopted General Construction Permit as described above, Caltrans continues to modify its current policies and procedures to be consistent with the new permit.

California Stormwater Quality Association Best Management Practices Handbooks

The California Stormwater Quality Association (CASQA) is a professional member association dedicated to the advancement of stormwater quality management through collaboration, education, implementation guidance, regulatory review, and scientific assessment. CASQA's membership is comprised of a diverse range of stormwater quality management organizations and individuals, including cities, counties, special districts, industries, and consulting firms throughout the state. CASQA develops and publishes four BMP Handbooks. The New Development and Redevelopment Handbook provides guidance on developing project-specific SWMPs, including selection and implementation of BMPs, for a particular development or redevelopment project.

Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act (California Water Code 8400-8415) and Executive Order B-39-77 support the NFIP. The Act encourages local governments to plan, adopt, and enforce land use regulations for floodplain management, to protect people and property from flooding hazards. The Act also identifies requirements that jurisdictions must meet to receive State financial assistance for flood control. Executive Order B-39-77 requires state agency compliance with good floodplain management practices.

California Fish and Game Code

The California Department of Fish and Wildlife is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, the Fish and Game Code (Section 1602) requires an entity to notify the Department of any proposed activity that may substantially modify a river, stream, or lake. Notification is required by any person, business, state or local government agency, or public utility that proposes an activity that will:

- substantially divert or obstruct the natural flow of any river, stream or lake;
- substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

California Ocean Plan

The California Ocean Plan establishes water quality objectives for California's ocean waters and provides the basis for regulation of wastes discharged into the state's coastal waters. The plan applies to point and nonpoint source discharges. Both the SWRCB and the six coastal RWQCBs implement and interpret the California Ocean Plan. The California Ocean Plan identifies the applicable beneficial uses of marine waters. These beneficial uses include preservation and enhancement of designated Areas of Special Biological Significance (ASBS), rare and endangered species, marine habitat, fish migration, fish spawning, shellfish harvesting, recreation, commercial and sport fishing, mariculture, industrial water supply, aesthetic enjoyment, and navigation.

The California Ocean Plan establishes a set of narrative and numerical water quality objectives to protect beneficial uses. These objectives are based on bacterial, physical, chemical, and biological characteristics as well as radioactivity. The water quality objectives in Table 1 (formerly Table B) of the California Ocean Plan apply to all receiving waters under the jurisdiction of the plan and are established for the protection of aquatic life and for the protection of human health from both carcinogens and noncarcinogens. Within Table 1 there are 21 objectives for protecting aquatic life, 20 for protecting human health from noncarcinogens, and 42 for protecting human health from exposure to carcinogens. The Ocean Plan also includes an implementation program for achieving water quality objectives. Effluent limitations are established for the protection of marine waters.

3.9.2.3 Regional

Water Quality Control Plan for the Los Angeles Region

The RWQCB has prepared a Water Quality Control Plan for the Los Angeles Region. This basin plan encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). In addition, the Los Angeles region includes all coastal waters within three miles of the continental and island coastlines. As the eastern boundary, formed by the Los Angeles County line, departs somewhat from the hydrologic divide, the Los Angeles and Santa Ana regions share jurisdiction over watersheds along their common border.

Los Angeles County General Plan

2012 Los Angeles County NPDES Permit

Effective on December 28, 2012, the LARWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the City of Long Beach). Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 and to do originate from precipitation events). Discharges of storm water and non-storm water from the MS4s, or storm drain systems, within the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project- specific SWPPP.

County of Los Angeles Flood Control Act

The California State legislature adopted the County of Los Angeles Flood Control Act in 1915, establishing the Los Angeles County Flood Control District (LACFCD) and empowering it to provide

flood protection, water conservation, recreation, and aesthetic enhancement within its boundaries. In August 2000, the Watershed Management Division of the Los Angeles County Department of Public Works became the planning and policy arm of the LACFCD. The District encompasses more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes a vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including 500 miles of open channels, 2,800 miles of underground storm drains, and an estimated 120,000 catch basins. The LACFCD regulates hydrologic and hydraulic design within its boundaries through its *1982 Hydraulic Design Manual* and its *2006 Hydrology Manual*, and provides criteria and planning procedures for flood plains, waterways, channels, and closed conduits within Los Angeles County.

3.7.2.4 Local

City of Compton Municipal Storm Water Program

The City has prepared a draft Watershed Management-focused Stormwater Management Program Plan (SWMP) in accordance with Order R4-2012-0175, NPDES Permit No. CAS4001, Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long BeachMS4 (Order or MS4 Permit). The MS4 Permit became effective on December 28, 2014. The LA County MS4 Permit allows its Permittees the option to individually develop and implement an integrated monitoring program (IMP). The City developed and submitted a draft IMP for the review of the LARWQCB on June 30, 2014. In January 2015, LARWQCB returned a letter reviewing the draft IMP. The City subsequently submitted revisions to the IMP with comments from the LARWQCB incorporated in March 2015 and submitted a second revision of the IMP in September 2015. On August 5, 2016, LARWQCB issued a letter disapproving the City's second revised IMP citing that it did not meet the requirements for an IMP pursuant to the requirements of the LA County MS4 Permit. Subsequently, the City became subject to the baseline monitoring and reporting requirements of the LA County MS4 Permit.

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton TOD Specific Plan project.

Conservation, Open Space, and Recreation Goal 1. Conserve and protect water resources.

Policy 1.1: The City of Compton will protect groundwater resources from depletion and contamination

Policy 1.2: The City of Compton will conserve imported water by educating residents and businesses about water conservation techniques.

Policy 1.3: The City of Compton will utilize drought-resistant landscaping where feasible.

Conservation, Open Space, and Recreation Goal 2. Preserve and rehabilitate the Compton Creek Open Space.

Policy 2.1: The City of Compton will support the efforts of the Los Angeles River and San Gabriel Rivers Watershed Council in the goals and objectives of the Compton Creek Watershed Management Plan.

Policy 2.2: The City of Compton will support efforts to seek private, state, and federal funding for the restoration of the habitat along the earthen-bottomed portion of Compton Creek.

Policy 2.3: The City of Compton will implement the Compton Creek Regional Garden Park Master Plan.

Public Safety Goal 2. Protect residents, workers, and visitors from flood hazards.

Policy 2.1: The City of Compton will work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to prevent flooding problems in Compton.

Policy 2.2: The City of Compton will require local drainage-related improvements as part of new development approvals.

3.7.3 IMPACTS AND MITIGATION MEASURES

3.7.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the use and/or transportation of hazards and hazardous materials, if any of the following would occur:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- 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:
  - Result in substantial erosion or siltation on- or off-site;
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - 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
  - Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

3.7.3.2 Methodology

The analysis of water quality impacts identifies the types of pollutants potentially associated with future development as a result of implementation of the Plan and considers their effects on water quality. Consideration is given to BMPs, which would serve to minimize pollutants in stormwater runoff. Further, the Plan's consistency with relevant regulatory permits/requirements is evaluated to demonstrate how compliance would protect water quality.

As summarized in Regulatory Framework, independent of the CEQA process, there is a comprehensive set of regulations implemented at the State and jurisdictional level to impacts related to storm drainage, urban pollutants, and flood hazards. As such, the analysis presented herein assumes future projects would comply with these regulations.

This discussion of hydrology focuses on the Plan area and the surrounding areas downstream. The impact analysis is based on several factors, including the degree to which existing land uses in the region would change and the thresholds of significance for hydrology and water quality.

3.7.5 ENVIRONMENTAL IMPACTS

Impact HYD-1 **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**

Less than Significant Impact.

Construction

Implementation of the Plan includes infill development involving demolition of some existing structures, site preparation, construction of new buildings, and infrastructure improvements. Demolition of existing structures, removal of existing pavement and concrete replacement, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality

Each future site-specific development project occurring under the proposed Plan would require compliance with applicable regulations to obtain demolition, excavation, grading, or construction permits from the City. The permitting process would ensure each development project would be implemented in compliance with applicable NPDES requirements. In order to control the impact of erosion, sedimentation, and other pollutants on receiving waters, the SWRCB Construction General Permit (that would be implemented through the City's permitting process), requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, and prohibits the discharge of non-storm water from construction sites as these non-storm water discharges are likely to carry pollutants to receiving waters.

The Plan Area is within the region covered by the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the LARWQCB for MS4 discharges into the coastal watersheds of Los Angeles County, except for the City of Long Beach as it operates under a separate permit. The NPDES permit requires implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories, including development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area. This requirement is also specified in the City of Compton Municipal Code Chapter 31, Runoff Pollution Control Regulations. The SUSMP typically contains a list of minimum required BMPs that must be used for a proposed project; additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis.

In addition, activities subject to the NPDES General Permit for construction must develop and implement a SWPPP, including a site map and description of construction activities. The SWPPP will identify BMPs that will be employed to prevent soil erosion and discharge of other construction- related pollutants, such as petroleum products, solvents, paints, and cement, that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of pollutants that are related to storm water. As a result of compliance with NPDES General Permit and specific BMPs that are required for each construction project, construction impacts related to water quality standards or waste discharge requirements from implementation of the proposed TOD Plan would be less than significant.

Operation

Intensification of land uses that will occur due to implementation of the proposed Plan could introduce new or additional pollutants to an existing area. Pollutants associated with the operation of the infill and/or redeveloped commercial, public facility, mixed-use, institutional, and residential uses generally

include sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters by storm drains either directly or during storm water runoff events.

Development projects proposed pursuant to the Plan would be required to implement Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practicable. Treatment Control BMPs would also be required to be incorporated into the design of onsite storm drain systems to treat runoff in accordance with the SUSMP standards and as required by the City. The County's MS4 permit lists various types of Site Design, Source Control and Treatment Control BMPs to be implemented by new development and redevelopment projects. BMPs would be implemented on a per site basis depending upon the size of the site and the types of potential pollutants that are related to operation of the new land uses.

Implementation of site-specific source control and treatment control BMPs in accordance with the County's SUSMP standards would remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Applicable BMPs would be implemented on a project by-project basis in accordance with County of Los Angeles NPDES MS4 Permit and associated SUSMP requirements, as required per Order R4-2012-0175. SUSMP requirements provide that projects conduct a drainage hydrologic/hydraulic analysis that details the site's anticipated runoff calculations. From these calculations a WQMP is prepared to design the project so that a net increase in stormwater runoff would not occur from implementation of the development. Development projects are required through implementation of a project specific WQMP to retain and treat the storm water quality volume generated by the project to reduce pollutant loading in runoff. With implementation of these RWQCB, County, and City requirements, the development projects that would be implemented pursuant to the proposed TOD Plan would not result in adverse impacts to water quality through violation of water quality standards or waste discharge requirements, and impacts would be less than significant.

Mitigation Measures

Because site-specific development pursuant to the proposed Plan would not violate any water quality or waste discharge requirements, impacts would be less than significant.

Residual Impacts

Impacts would be less than significant.

Impact HYD-2 **Potential to 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 levels are managed by the California Department of Water Resources to maintain a safe operating yield of groundwater, which is a sustainable pumping rate that does not exceed the total recharge into the basin.

Water supply to the Plan Area is provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the Metropolitan Water District of Southern California (Metropolitan).

The total allotted pumping right from the Central Basin from all wells is 233,894 acre-feet per year (AFY), while the total allotted pumping rights for the City of Compton is 5,780 AFY. However, in accordance with the Adjudication Judgement for the Central Subbasin, the City may exceed its total allotment if, in the previous year, it did not pump the total 5,780 AFY. In this case, up to 20 percent of the allotment may be carried over to the following year. Alternatively, the City may exceed its water pumping rights is if another water retailer chooses to lease water pumping rights to the City. Cities that do not pump their fully allotted rights may supplement the water supply to the City of Compton and prevent the need to increase imported water from Metropolitan Water District in any given year. The latter option has been utilized by the City of Compton to reduce its dependence on Metropolitan imported water.

Infill and redevelopment that would occur with implementation of the Specific Plan would result in population growth; thereby increasing demand on water supplies. The proposed project would add approximately 2,178 residential dwelling units and 148,000 square feet of nonresidential space to the Specific Plan area. The City is allotted pumping rights for 5,780 AFY from the Central Basin, accounting for approximately 2 percent of the Central Basin's total allotted pumping right. The Plan area is in the Central groundwater basin which is an adjudicated basin. Because groundwater withdrawals from the Central Groundwater Basin are limited based on the adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies, that will serve the proposed Specific Plan, to substantially impact the groundwater aquifer. Therefore, the implementation of the proposed project would result in less than significant impacts on the Central Groundwater Basin from groundwater use.

As described above, the Central Basin underlies the project area; however, the majority of the project area is developed and impervious, and thus does not have much groundwater recharge potential. The Specific Plan development would not substantially increase the amount of impervious surfaces in the project area. The Specific Plan includes design guidelines which includes encouraging sustainability features such as

green roofs to improve stormwater collection within the Plan Area. The Specific Plan also includes the Alameda East Greenway Corridor, which would replace Alameda Street East with a pedestrian and bicycle greenway, reducing some of the impervious surface and allowing for improved infiltration. The Central Basin is recharged mainly by stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System, which is located several miles away from the Specific Plan area.

It is known that the total allotted pumping rights exceed the natural replenishment of groundwater to the Central Basin. To avoid conditions of overdraft, the Water Replenishment District was formed to ensure that water was purchased where necessary to fully replenish the quantity of groundwater that could not be restored through natural processes. The Water Replenishment District manages the financial and logistical aspect of purchasing water to maintain safe groundwater levels.[13]

Development under the Specific Plan does not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, development would not result in a net deficit in aquifer volume or a lowering of the groundwater table. As described above, while the allotted pumping rights within the Central Basin may exceed the natural groundwater replenishment rate, water could be purchased where necessary to fully replenish the quantity of groundwater that could not be restored through natural processes. Thus, the proposed Plan would not reduce the groundwater recharge potential of the Specific Plan area. Therefore, implementation of the Specific Plan would result in less than significant impacts related to groundwater recharge.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact HYD-3 **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:**

13 City of Compton. 2015. 2015 Urban Water Management Plan. Available at: https://wuedata.water.ca.gov/public/uwmp_attachments/7983976066/Compton2015UWMP.FullPlan.pdf, accessed February 4, 2022.

- **result in substantial erosion or siltation on- or off-site;**
- **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;**
- **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**

    i) impede or redirect flood flows.

Less than Significant.

Erosion and Flooding

Construction

Grading, excavation, and other construction activities associated with development under the Specific Plan could adversely affect water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

Associated construction activities would be subject to the NPDES Statewide General Construction Activity Stormwater Permit. Construction site operators would be responsible for preparing and implementing a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater, consistent with the requirements of the NPDES Statewide General Construction Permit. Typical BMPs include:

- Utilizing temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream;
- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater;
- Restricting the use of chemicals that may be transferred to surface waters by storm water flows or leach to groundwater basins through water percolation into the soil;
- Requiring that permanent slopes and embankments be vegetated following final grading;
- Installation of silt fences, erosion control blankets;
- Proper handling and disposal of wastes; and

- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material.

Project-specific BMPs would minimize or avoid potential adverse effects associated with drainage pattern alterations, including those associated with infiltration, erosion, and potential for flooding. Project-specific SUSMPs would include conditions that consist of LID structural and non-structural BMP, source control BMP, and structural and non-structural BMP for specific types of uses. LID controls reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. LID controls would direct surface runoff to the appropriate storm drain ensuring correct drainage flow. Source control BMP prevents runoff contact with pollutants that would otherwise be discharged to the municipal stormwater conveyance system. Specific structural controls are required to address pollutant discharges from certain uses including industrial and commercial facilities where pollutants are disposed, stored, or handled.

Operation

Implementation of the Specific Plan is not anticipated to substantially change the drainage patterns within the project area. At completion, future project sites would be developed with buildings, landscaped areas, roads, and other hardscape improvements; no bare areas of soil would be left vulnerable to erosion. While erosion and siltation impacts could occur during construction of individual development projects, existing state regulations (as discussed above under **Impact HYD-1** and **Impact HYD-6**) would mitigate impacts to a less than significant level.

As the City is responsible for land use planning and development within the municipal limits, City officials shall review and approve all local hydrology and hydraulic analyses. The City has not identified any existing storm drainage deficiencies in the specific plan area. Thus, the projected increase in stormwater runoff would not result in flooding on-or off-site. Impacts would be less than significant.

Stormwater Drainage Systems

Following implementation of a proposed development project, some amount of surface water runoff would exit the project site, particularly in response to heavy storm events, which also occurs under present conditions. With BMPs included in a proposed project's SUSMP, such as those to slow and treat surface water runoff (treatment provided through infiltration and bio-infiltration techniques), it is anticipated that less runoff would leave the site under project conditions than under present conditions. Upon leaving the project site, runoff would be conveyed through the City of Compton existing stormwater drainage system and facilities.

Project development could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, which in turn could result in flooding issues on- or off-site. The Specific Plan encourages sustainable features minimize surface water runoff (e.g., permeable pavers, drought tolerant landscaping, and efficient water irrigation). These features would help to mimic natural hydrologic conditions which can help reduce sheet flow and the velocity of stormwater and prevent soil erosion.

Growth and urbanization in the specific plan area would place increased pressure on existing storm drain capacities. Storm water runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow could overwhelm drainage systems and alter flood elevations in downstream locations. Increased runoff velocity can promote scouring of existing drainage facilities, reducing system reliability, and safety.

Surface Flows

Ground-disturbing activities during construction of proposed development facilitated by the Specific Plan, including but not limited to grading and excavation, could have potential to result in temporarily altered drainage patterns that could redirect surface flows. However, BMPs employed as part of an SWPPP for individual development projects would include measures to secure disturbed soils and require proper drainage in the Plan Area.

Under the proposed Specific Plan, the majority of the Plan Area would remain impervious (similar to existing conditions) due to the presence of parking areas, walkways, hardscape, and building roofs and roadways. The proposed development may include landscaped areas, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting the area, and potentially improving conditions associated with current conditions. For these reasons, potential impacts to drainage pattern alterations, including how drainage pattern alterations could affect surface water runoff, erosion/siltation, flooding, and stormwater conveyance facilities, would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

No Impact.

Development accommodated by the proposed Specific Plan would not be located in a flood hazard, tsunami, or seiche zones, that could risk release of pollutants due to project inundation. Therefore, no impact would occur. The nearest body of water to the Plan area is Compton Creek which is located 500 feet to the southwest at the closest Plan Area boundary near the intersection of Compton Boulevard and Matthiessen Avenue.

Based on the relevant FEMA FIRM, the western portion of the Plan Area is located in in Federal Flood Zone X, meaning it is outside the 100-year flood hazard area. The northeast portion of the Plan Area is located in an area that has 0.2 percent annual chance of flood. Lastly, a small portion of the southeast corner of the Plan Area is located an area with reduced flood risk due to levee (FEMA FIRM Map No. 06037C1815F and 06037C1955F 2008). Therefore, housing development or other structures under the proposed Specific Plan would not be located within a 100-year flood hazard area. In addition, there are no dams or reservoirs located in the Plan Area; the closest is the Garvey Reservoir located 15 miles northeast of the Plan Area.

The Plan Area is located approximately 12 miles east of the Pacific Ocean. Due to the distance and elevations, the potential for a tsunami affecting the Plan Area is unlikely. Therefore, development that could be facilitated by the proposed Specific Plan would not be located in a flood hazard, tsunami, or seiche zones that could risk release of pollutants due to project inundation. There would be no impact associated with the proposed Specific Plan.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.7.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to compliance with NPDES permits and construction and operational surface water runoff quality and groundwater quality encompasses the Central Groundwater Basin. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction NPDES General Permit, County Stormwater Pollution Control Requirements for Construction Activities, and the County LID Standards Manual. Cumulative development would be required to comply with the NPDES MS4 permit by implementing BMPs. Therefore, construction activities associated with cumulative development would comply with the NPDES Permit and would not generate runoff that would violate the stormwater NPDES permit.

Cumulative development is required to also comply with all pertinent regulations, such as the Construction NPDES General Permit, County Stormwater Pollution Control Requirements for Construction Activities, and the County LID Standards Manual. Compliance with these regulations would require the implementation of BMPs to ensure the quality of surface water and groundwater would not be substantially degraded. Therefore, construction and operational activities would result in less than significant impacts to surface and groundwater quality.

Because the proposed project would be required to implement the NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the LID Ordinance requirements, the project's contribution to cumulative impacts associated with compliance with NPDES permits and surface and groundwater quality would not be cumulatively considerable.

3.7.7 REFERENCES

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3.8 LAND USE AND PLANNING

INTRODUCTION

This section describes the existing land uses in the City, identifies the regulatory framework with respect to regulations that address land use, and evaluate the significance of the potential changes in existing land uses that could result from the implementation of the Specific Plan. CEQA Guidelines Section 15125(d) states that the PEIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Therefore, it is appropriate to provide the reader information regarding relevant local and regional planning policies or programs that would be affected by this Plan. The information provided below defines relevant City of Compton General Plan policies and an associated consistency analysis. Following this general plan consistency analysis, further analysis is provided regarding consistency with regional plans (i.e., air quality management plan, water quality control plan, regional transportation plan and sustainable communities strategy, and congestion management program).

3.8.1 ENVIRONMENTAL SETTING

3.8.1.1 City of Compton

The City of Compton is located 13 miles south of downtown Los Angeles. Land uses within the City include residential, industrial, commercial, open space, transportation, and public uses. The City's land uses and established zoning are shown in **Figure 3.8-1**, Existing Land Uses in the City of Compton, and **Figure 3.8-2**, Existing Zoning in the City of Compton. Residential uses are located throughout the City and includes a mix of single-family homes and multi-family developments (both apartments and condominiums). Commercial uses are concentrated along Compton Boulevard, Alameda Street, and Long Beach Boulevard. The Commercial uses along these arterial corridors are primarily located in single-story storefront buildings. The City is also home to several regional shopping such as Renaissance Plaza, Compton Towne Center, and the Gateway Towne Center. Industrial uses are heavily concentrated around the 91 Freeway. However, there are pockets along the Alameda Corridor from Greenleaf Boulevard in the South, continuing north to Compton Boulevard, and from Rosecrans Avenue to Dixon Street.

The Alameda Rail Corridor, a heavy-rail line that runs north through south in Compton, carries freight between the cities and ports of Long Beach and Los Angeles. Industrial and mixed-use industrial-commercial lands are directly east and west of the Alameda Rail Corridor. The Metro A Line is a light-rail line that connects commuters traveling between Downtown Los Angeles and the City of Long Beach that runs through the center of Compton in a north-south direction, west of the Alameda Rail Corridor. Compton Creek is a channelized tributary that flows generally in a northwestern/southeastern direction diagonally through Compton. There are two areas designated as residential agricultural in the City where uses consist

primarily of single-family homes, small child day-care centers, and nurseries. Residents in this rural residential area are permitted to own a limited number of farm animals such as poultry, rabbits, sheep, goats, aviary, horses, or cows for private use.



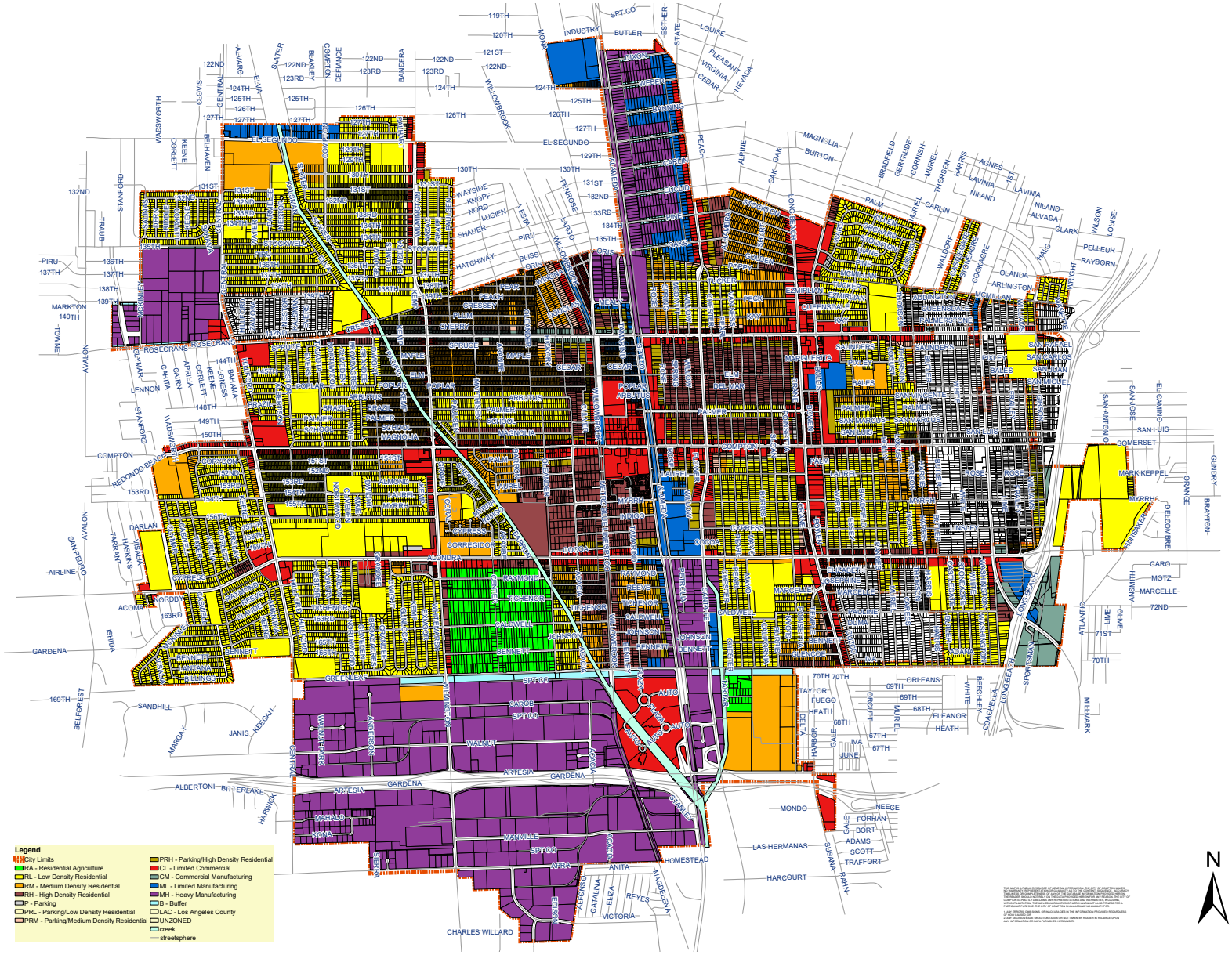
SOURCE: City of Compton, 2022

FIGURE **3.8-1**

Existing Land Uses in the City of Compton

IMPACT SCIENCES

1335.001•03/22



SOURCE: City of Compton, 2022

FIGURE **3.8-2**

Existing Zoning in the City of Compton

IMPACT SCIENCES

3.8.1.2 Compton Station Specific Plan Area

The Compton Station Specific Plan Area encompasses approximately 575.5 acres within a radius of approximately one-half mile around the Metro A Line Compton Station. The Plan Area, located in the center of the City, encompasses the historic and current heart of Compton, and contains 12,323 residents and 2,808 housing units.[1]

Land uses immediately adjacent to the Metro A Line station are predominantly commercial, with industrial land uses to the north, low density residential to the east and west, and medium-density residential to the south of the commercial and mixed-use zones, as shown in **Figure 3.8-3, Land Uses in the Specific Plan Area.**

The Plan area includes several neighborhood corridors along Rosecrans Avenue west of Willowbrook Avenue and east of Alameda Street, and along Compton Boulevard west of Acacia Avenue. These are older strip commercial corridors with residential uses behind the mostly narrow commercial parcels. These are interspersed with residential uses along the corridors. Additionally, the Plan area contains two large shopping centers: Compton Towne Center Shopping Center, located just south east of the A Line station on Compton Boulevard and Alameda Street; and Renaissance Plaza, located directly east of the Metro A Line station.

The Plan Area includes civic spaces interspersed with the commercial uses. Immediately adjacent to the Compton A Line station to the south is the Civic Center. This area is comprised of civic uses and includes the Compton Courthouse, Compton Library, and the Compton Sheriff's Station. Publicly accessible open space in the form of plazas is provided between the buildings. The Martin Luther King Memorial, a monument dedicated to the memory of Dr. Martin Luther King, Jr. is located within this civic complex.

Institutional uses include educational, community services and religious uses along Santa Fe Avenue, Alameda Street, Palmer Street and Compton Boulevard. These uses are characterized by residential communities consisting of one and two-story single-family dwellings of various architectural designs adjacent to neighborhood small businesses. There are also higher density dwellings such as two-story apartment complexes in these residential communities adjacent to the lower density single-family dwellings. The Alameda East Greenway Corridor that runs north and south parallel to the Metro A Line is principally comprised of public uses, as well as retail establishments, single story single-family dwellings, apartment complexes, and nonprofit organizations.

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1 City of Compton. Compton Station Specific Plan Existing Conditions Report. 2020. Existing 2020 conditions have been projected linearly to determine 2021 conditions.

Residential uses in the Plan area consist of densely populated single-story single-family homes and one- and two-story multifamily developments.

Open space in the Plan area includes Wilson Park, the only park within the Plan area comprised of 3.9-acres. This park is well used and includes a skate park, picnic tables, basketball courts, playground, and an indoor recreation center.

The Alameda Rail Corridor and the Metro A Line are major transportation features that run north-south through the Plan area.

Table 3.8-1
Existing and Future Land Uses within the Plan Area (Square Feet)

Land Use Category	Existing Conditions	Proposed New Development	Future Condition Under Specific Plan
Commercial	743,874	-39,000	704,874
Hotel	-	90,000	90,000
Office	124,136	97,000	221,136
Residential	3,240,703	1,979,802	5,220,505
Residential (Units	3,566	2,178	5,744
Industrial	298,821	0	298,821
Institutional	1,425,643	0	1,425,643
Total	**5,833,177**	2,127,802	**7,960,979**

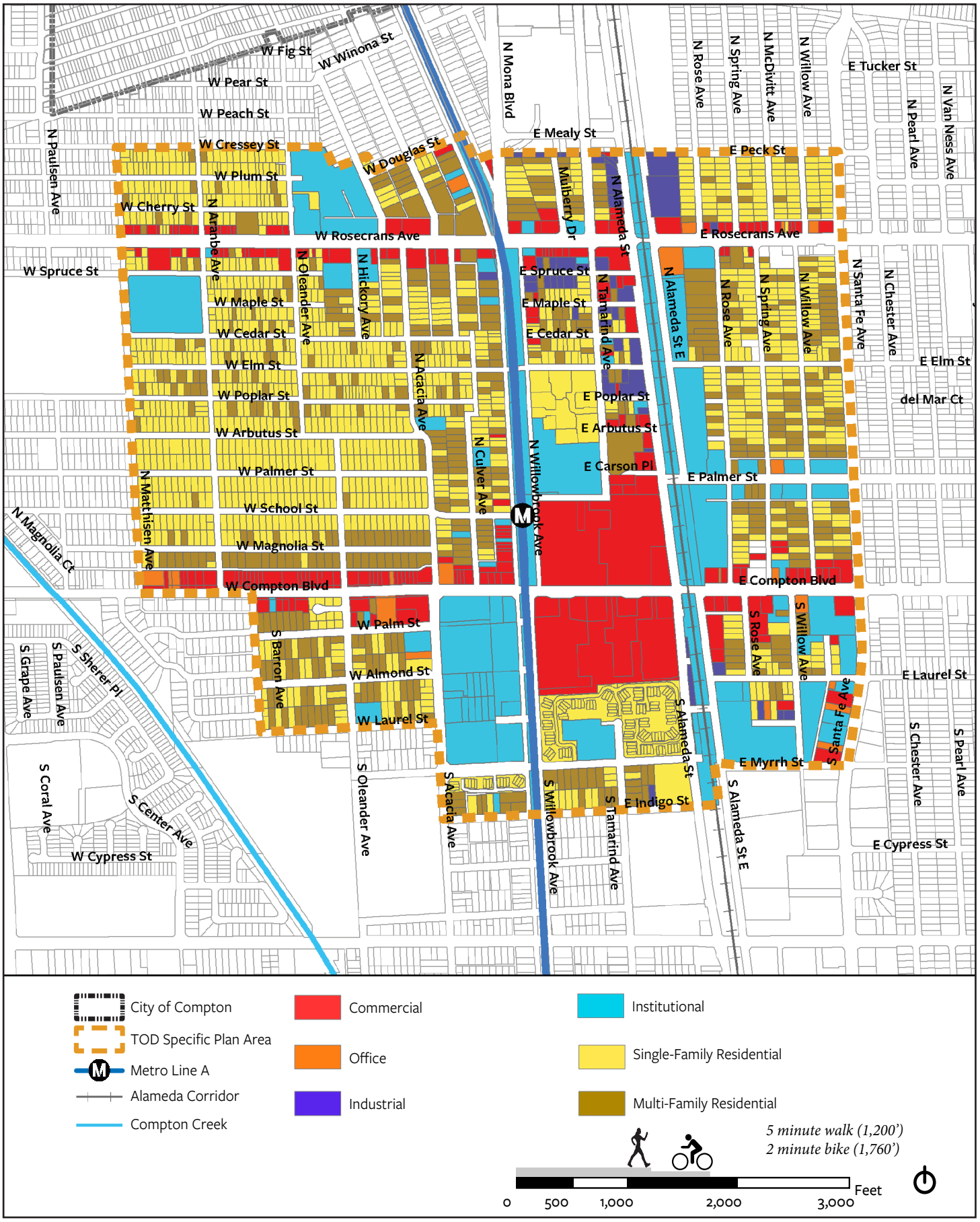
Source: The Arroyo Group, 2022

3.8.1.3 Zoning

Within the Plan area, 20.2 percent of the area is zoned for High Density Residential (RH), which accommodates residential uses with heights of up to 35 feet (three stories) and densities of up to 29 dwelling units per acre. Limited Commercial (CL) is zoned in 17.3 percent of the district, which permits retail and office uses of up to 50,000 square feet. Larger developments, residential, live/work, drive-thru, take-out restaurants and entertainment uses require conditional use permits. This zone is placed along Compton Boulevard, Willowbrook Avenue West, Alameda Street East and the eastern portion of Rosecrans Boulevard. 11.7 percent of the Plan Area is zoned Medium Density Residential (RM), which accommodates residential uses with heights of up to 35 feet (three stories) and densities of up to 17 dwelling units per acre. The remaining area is contains Low Density Residential (RL), Commercial

Manufacturing (CM), Limited Manufacturing (ML), and Low, Medium, and High Parking Density Residential (PRL, PRM, and PRH) zones.[2]

[2] Ibid



SOURCE: The Arroyo Group, 2022

FIGURE **3.8-3**

Land Uses in the Specific Plan Area

IMPACT SCIENCES

1335.001•02/22

3.8.2 REGULATORY FRAMEWORK

3.8.2.1 Federal

United States Department of Transportation Act, Section 4(f) of 1966 (49 U.S.C. § 303)

The Department of Transportation Act was enacted to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 4(f) requires a comprehensive evaluation of all environmental impacts resulting from federal-aid transportation projects administered by the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration that involve the use – or interference with use – of the following types of land.

- Public park lands;
- Recreation areas;
- Wildlife and waterfowl refuges; and
- Publicly or privately owned historic properties of federal, state, or local significance.

National Environmental Policy Act (42 U.S.C. § 4321 et seq.)

The United States Environmental Protection Agency (USEPA) implements the National Environmental Policy Act (NEPA). NEPA provides information on expected environmental effects of federally funded projects. Impacts on land uses and conflicts with state, regional, or local plans and policies are among the considerations included in the regulations. The regulations also require that projects requiring NEPA review seek to avoid or minimize adverse effects of proposed actions and restore and enhance environmental quality as much as possible.

Federal Land Policy and Management Act of 1976, as Amended

The Federal Land Policy and Management Act (FLPMA) (Public Law 94-579) governs how public lands administered by the Bureau of Land Management (BLM) are managed. The BLM manages large rural land areas, including land that is environmentally sensitive. The BLM governs uses that are allowed on land that it manages, striving to balance environmental protection and conservation goals with other uses, such as recreation and grazing.

FLPMA provides guiding principles for BLM land management including multiple use, sustained yield, and environmental protection. The intent of FLPMA is to ensure that the BLM manages public lands so

that they are utilized in the combination that will best meet the present and future needs of the American people for renewable and non-renewable natural resources.

FLPMA addresses topics such as land use planning, land acquisition, fees and payments, administration of federal land, range management, and rights-of-way on federal land. FLPMA has specific objectives and time frames in which to accomplish these objectives, giving it more authority and eliminating the uncertainty surrounding the BLM's role in wilderness designation and management.

Federal Farm and Ranchland Protection Program

The Federal Farm and Ranchland Protection Program (FRPP), also referred to as the Farmland Protection Program (FPP), is a voluntary easement purchase program that helps farmers and ranchers keep their land in agriculture. Pursuant to the Farmland Protection Policy Act (FPPA) of 1981 Sections 1539- 1549, the Secretary of Agriculture is directed to establish and carry out a program to "minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to the extent practicable, will be compatible with state, unit of local government, and private programs and policies to protect farmland," (7 USC 4201-4209 & 7 USC 658).

The program provides matching funds to state, tribal, or local governments and nongovernmental organizations with existing farmland protection programs to purchase conservation easements or other interests in land. FPP is reauthorized in the Farm Security and Rural Investment Act of 2002 (Farm Bill). The Natural Resources Conservation Service (NRCS) manages the program. Funds are awarded to qualified entities to conduct their farmland protection programs. Although a minimum of 30 years is required for conservation easements, priority is given to applications with perpetual easements.

3.8.2.2 State

General Plans and Land Use Regulations

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be

examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

Cities and counties are also required to comply with the Subdivision Map Act (California Code section 66410 *et seq*.). The Subdivision Map Act sets forth the conditions for approval of a subdivision map and requires enactment of subdivision ordinances by which local governments have direct control over the types of subdivision projects to be approved and the physical improvements to be installed.

Natural Community Conservation Planning Act of 1991, as Amended

The Natural Community Conservation Planning Act of 1991, as amended in 2003 (California Fish and Game Code Section 2800-2835) established the Natural Community Conservation Planning program for the protection and perpetuation of the state's biological diversity. The CDFW established the program in order to conserve natural communities at the ecosystem level while accommodating compatible land use. A Natural Community Conservation Plan (NCCP) identifies and provides for the regional or area-wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The CDFW provides support, direction, and guidance to participants in order to ensure that NCCPs are consistent with the state ESA.

State Density Bonus Law

The State Density Bonus law (California Government Code Section 65915), signed into law in 1979, requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent housing for lower income households, 5 percent of the housing for very low income households, senior citizen housing, and 10 percent of the total dwelling units provided as affordable housing in condominium projects.

Assembly Bill (AB) 2222

On September 27, 2014, former Governor Jerry Brown signed AB 2222, which amended sections of the State Density Bonus Law. AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally-regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included, but they were not judged to represent a change to current City policy.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of creating more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, ARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB periodically reviews and updates the targets.

While CARB is responsible for setting region-wide targets for reduction of GHG emissions, each MPO is responsible for developing its own Sustainable Communities Strategy (SCS) in conjunction with a Regional Transportation Plan (RTP). The combined RTP/SCS provides integrated land use and transportation strategies and policies that, if implemented, are intended to allow the MPO region to meet the region-wide GHG targets set by CARB. The City is a member of the SCAG MPO, which adopted the 2020-2045 RTP/SCS in 2020. The RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept SCAG's determination that the SCS, if implemented, would meet the regional GHG targets.[3] SB 375 uses CEQA streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

SB 375 amends CEQA to add Chapter 4.2 Implementation of the SCS, which allows a CEQA exemption for Sustainable Community Projects (SCP), as well as streamlined CEQA analysis for Transit Priority Projects (TPPs) and certain residential or mixed-use projects. The following is a summary of the CEQA streamlining provisions in SB 375.

A TPP may be eligible for four types of CEQA relief: (1) SCP CEQA Exemption, (2) Sustainable Communities Environmental Assessment (SCEA), (3) a streamlined Environmental Impact Report (EIR), or (4) traffic mitigation measures. Each of the four types of CEQA relief enabled through SB 375 requires that TPPs meet specific criteria in order to be eligible.

To qualify as a TPP, a project must be consistent with the general plan land use designation, density, building intensity, and applicable policies in an SCS accepted by ARB. A project must also meet the following criteria to be considered a TPP:

- Be at least 50% residential use based on building square footage;

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3 California Air Resources Board, Sustainable Communities, https://www.arb.ca.gov/cc/sb375/sb375.htm, accessed October 2, 2019.

- Contain at least 20 dwelling units/acre;
  - Have a floor area ratio for the commercial portion of the project at 0.75 if the project contains between 26% and 50% nonresidential uses; and
  - Be within 0.5 mile of a major transit stop[4] or high-quality transit corridor[5] included in the RTP.

(1) Sustainable Communities Project (SCP) Exemption. A TPP is eligible for an SCP exemption from CEQA if it is consistent with the SCS and meets all of the following environmental criteria:

- The TPP and other projects that were approved prior to the TPP approval can be adequately served by existing utilities, and the project has paid or will pay any applicable in-lieu or development fees;
- The project site does not contain wetlands or riparian areas, and does not include wildlife habitat of significant value or harm protected species;
- The project site is not contaminated (i.e., the site is not on the Cortese list);
- The project site is subject to preliminary endangerment assessment regarding the potential for existing on-site activities to release hazardous substance and to determine the potential exposure of future occupants to health hazards from any nearby property or activities. Any hazards will be mitigated to a less-than-significant level;
- The project will not significantly affect an historic resource;
- The project site is not subject to wildland fire hazard, unusually high risk of fire/explosion from materials on adjacent properties, health hazards, seismic risk, landslide, or flood hazards;
- The project site is not located on developed open space; and
  - The project would be 15% more energy efficient than required by California Code of Regulations (CCR) Title 24, and landscaping would use 25% less water than the regional average household.

In addition, the project must meet all the following land use criteria:

- The site is not more than eight acres;

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4 Defined 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.

5 Defined as a corridor with fixed route bus service with 15-minute service intervals during peak commute hours.

- The project does not contain more than 200 units;
- The project does not result in the net loss of affordable housing;
- None of the building levels exceeds 75,000 square feet;
- Applicable mitigation, performance standards, and criteria from prior EIRs will be incorporated into the TPP;
- The project would not conflict with nearby operating industrial use; and
- The project site is located within 0.5 miles of a rail transit station or a ferry terminal included in the RTP, or within 0.25 miles of a high-quality transit corridor.

Moreover, the project must meet at least one of the following criteria:

- At least 20% of the housing will be for families of moderate income, at least 10% will be rented to families of low income, or at least 5% will be rented to families of very low income, and the developer provides legal commitments to ensure continued availability to households of these income groups;
- The developer has paid or will pay in-lieu fees pursuant to local ordinance to result in an equivalent number of units that would otherwise be required above; or
- The project will provide public open space at a ratio of at least five acres per 1,000 residents.

After a public hearing where a legislative body finds that a TPP meets all the requirements, a project can be declared as an SCP and can be exempted from CEQA.

(2) Sustainable Communities Environmental Assessment (SCEA). A TPP that is not eligible for an SCP Exemption may nevertheless qualify for a SCEA if the project incorporates all feasible mitigation measures, performance standards, or criteria set forth in prior applicable certified environmental impact reports (including the RTP/SCS PEIR) (Public Resource Code [PRC] Section 21155.2(b)). An SCEA is comparable to a Negative Declaration in that the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a Negative Declaration, an SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs. Also, growth-inducing impacts are not required to be referenced, described, or addressed. Additionally, project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed. The SCEA must be circulated for 30 days, comments will be considered, and then

the SCEA may be approved after a public hearing provided impacts are mitigated. The adequacy of an SCEA is reviewed under the substantial evidence legal standard, which means a court will uphold an agency's decision if there is substantial evidence in light of the whole record to support its action. This is different from the typical "fair argument" standard of legal review for CEQA documents, which is less deferential and states that an EIR must be prepared when, after examining the entire record, there is substantial evidence to support a fair argument that the project may have a significant effect on the environment. The substantial evidence standard makes it more difficult for a petitioner to challenge an SCEA.

(3) Transit Priority Project (TPP) Streamlined Environmental Impact Report (EIR). Instead of an SCEA, a lead agency may choose to perform a streamlined EIR. If the lead agency determines that an EIR is required after conducting an Initial Study, it only needs to address potentially significant impacts. Where a cumulative effect has been adequately addressed and mitigated in a previous EIR, that cumulative effect shall not be treated as cumulatively considerable. The EIR is not required to analyze off-site alternatives to the TPP or discuss a reduced residential density alternative to address the effects of car and light duty truck trips generated by the project. Furthermore, the EIR is not required to include an analysis of growth-inducing impacts or any project-specific or cumulative impacts from cars and light duty trucks trips generated by the project on global warming or the regional transportation network. The Initial Study must identify any cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs, and these cumulative effects are not to be treated as cumulatively considerable in the EIR.

(4) Traffic Mitigation Measures. After a public hearing, a legislative body or local jurisdiction may adopt traffic mitigation measures that apply to TPPs (such measures must be updated as necessary every five years), including requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate traffic impacts of TPPs. If such measures are adopted by a local jurisdiction, no additional traffic mitigation are required for TPPs (measures addressing public health and bicycle safety may still be imposed).

Senate Bill 743

SB 743, adopted September 27, 2013, amends the State Congestion Management Act (California Government Code Section 65088) to harmonize the act and its definitions with SB 743 and the SCS. SB 743 includes new definitions for "bus rapid transit corridor" and "infill opportunity zone." Key provisions of SB 743 include adding a new chapter to CEQA for Modernization of Transportation Analysis for Transit-Oriented Infill Projects, beginning with PRC Section 21099.

An infill site is defined by PRC Section 21099(a)(4) as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% 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."[6]

A transit priority area (TPA) is defined by PRC Section 21099(a)(7) as "an area that is within 0.5 miles of a major transit stop that is existing or planned, if the project is scheduled to be completed within the planning horizon included in an adopted Federal Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." SB 743 also requires that the State Office of Planning and Research (OPR) develop revisions to the *CEQA Guidelines* to establish criteria for determining the significance of transportation impacts of projects within TPAs that promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. It also allows OPR to develop alternative metrics outside of TPAs. In addition, PRC Section 21099(d) provides that aesthetic and parking impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area, shall not be considered significant impacts on the environment. See **Section 3.1, Aesthetics**, and **Section 3.13, Transportation**, for further discussion.

CEQA Streamlining for Infill Projects Senate Bill 226 (SB 226)

The CEQA Streamlining for Infill Projects (SB 226) sets forth a streamlined review process for infill projects and includes performance standards that will be used to determine an infill project's eligibility for streamlined review. The purpose of SB 226 and updated *CEQA Guidelines* Section 15183.3 is to streamline the environmental review process by "limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies." Residential, commercial and retail, public office buildings, transit stations, and schools are eligible for this streamlining provided they meet the following requirements: (1) are located in an urban area on a site that has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; (2) satisfy the performance standards provided in Appendix M [of CEQA]; and, (3) are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, with some exceptions. Under SB 226, some development and transportation projects assumed as a part of the proposed Plan may be eligible to use a streamlined version of the environmental review process.

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6 "Employment center project," is defined as a project located on property zoned for commercial uses with a floor area ration of no less than 0.75 and that is located within a TPA (PRC Section 21099(a)(1)).

Complete Streets Act

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. At the same time, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

3.8.2.3 Local and Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans (SCAG 2018).

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. SCAG adopted its current RTP/SCS in September 2020.One of the key strategies included in Connect SoCal is focus regional growth around Transit Priority Areas that are within one half mile of existing or planned 'major' transit stops in the region.

City of Compton General Plan

State Law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate potential changes or increases to population and employment. The General Plan is a fundamental policy document that defines how a city should useand manage its resources into the future. State law requires seven General Plan Elements: land use,circulation, housing, conservation, open space, noise, and safety.

The City's current General Plan was adopted in December 1991. The General Plan serves as a blueprint for the City's planning efforts and vision for the future. The General Plan has nine citywide elements: Land Use, Housing, Circulation, Public Safety, Noise, Public Facilities, Urban Design, and Economic Development. These elements contain goals, policies, and actions that apply to all incorporated areas in the City of Compton.[7]

City of Compton Land Use Element

The Land Use Element and the Land Use Policy Map establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map provides the location and distribution of land use in Compton while the Land Use Element describes the form these uses will take by defining land use designations. The Land Use Element of the General Plan outlines the following objectives:

- To revitalize the City through public and private redevelopment efforts;
- To attain a mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To stabilize and protect single-family housing resources in the community;
- To create a City environment which makes Compton a pleasant place to live, work, shop, and do business;
- To improve Compton's built environment through design guidelines and aggressive code enforcement; and

7 The City is currently beginning a planning process to update their General Plan. A draft General Plan was released in 2011, but it was never adopted.

- To enhance and diversify Compton's tax base.

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton TOD Specific Plan project.

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

Policy 1.2. Adopt redevelopment plans for the City's commercial and industrial areas; limit the use of eminent domain in carrying out redevelopment programs.

Policy 1.4. Establish an implement a comprehensive economic development strategy which works in concert with redevelopment, housing, and land use goals

Policy 1.6. Promote quality design in new development projects

Policy 1.8. Use specific plans and similar planning approaches to focus revitalization efforts on target neighborhoods.

Land Use Goal 2. Maintain a balanced and diversified distribution of land use in Compton

Policy 2.1. Provide increased market rate housing opportunities.

Policy 2.2. Provide incentives to attract retail commercial businesses which serve both the local and regional markets.

Policy 2.3. Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.

Land Use Goal 3. Provide a wide range of business opportunities and establish a strong commercial and industrial base

Policy 3.2. In efforts to attract new businesses, emphasize Compton's accessibility via passenger rail, freeways, and arterial highways.

Policy 3.3. Recognize the important role that small, local businesses play in the local economy through their provision of jobs, as a source of sales tax revenue, and by providing a sense of identity to the City.

Land Use Goal 4. Provide infrastructure systems and public services that adequately meet the demands created by land use policy.

Policy 4.1. Limit development of new Medium and High Density Residential projects to those areas where water, sewer, and street systems can support more dense development. Require systems to be upgraded as necessary to support higher residential densities.

Policy 4.2. Income necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization

Policy 4.3. Involve the Fire and Police Departments in the review of development proposals to ensure that these agencies' needs and concerns are accounted for in project design.

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.

Policy 4.3. The City of Compton will encourage the application of high quality urban design standards to create safe, attractive, functional housing units and neighborhoods.

Policy 4.6. The City of Compton will identify the best possible locations and development standards for residential development and encourage a high quality environment for family life.

Conservation/Open Space Element

Policy 1.2. Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3. Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.

City of Compton Zoning Ordinance

Chapter 30 of the CMC, known as the Zoning Law of the City of Compton, implements the land use policies of the General Plan. The Zoning Law is detailed with respect to specific development standards and land use requirements. The City's Zoning Law includes specific standards and development regulations regarding permitted uses, building heights, yard areas, parking requirements, setbacks, and other requirements. The City's Zoning Law includes specific standards and development regulations regarding permitted uses, building heights, yard areas, parking requirements, setbacks, and other requirements. Zoning is used to implement long-term land use policy. In accordance with State requirements, the City's zoning patterns are consistent with Compton's Land Use Policy Map.

3.8.4 IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

The following thresholds for determining the significance of impacts related to land use and planning are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts if any of the following would occur:

- Physically divide an established community.
- 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.

Methodology

The discussion in this impact section serves two purposes, identifying significant impacts related to land use, and compliance with *CEQA Guidelines* Section 15125(d), which requires that an EIR include a discussion of any inconsistencies with applicable plans. However, it does not require the EIR to reach a conclusion on whether a conflict exists. Additionally, a conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by 15382. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of a physical environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if a proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to

determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to non-agricultural uses. Similarly, an excerpt from Section 12.34 of the legal practice guide, Practice under the California Environmental Quality Act by the Continuing Education of the Bar, illustrates the point:

> *…if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.*

Analysis of conflicts and consistency with applicable plans will be included in this impact section. Under State Planning and Zoning law (Gov't Code §§ 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

For purpose of identifying significant impacts related to land use impacts, they can be either direct or indirect. Direct impacts result in division of neighborhoods or communities, such as a community that could be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community; or interference with land use plans, including habitat or wildlife conservation plans that result in significant environmental effects. Land use compatibility is typically addressed based on direct physical environmental impacts – primarily noise and air quality but also aesthetics, traffic, hazards, water quality and other physical environmental issues, i.e., where one use generates physical impacts that could significantly adversely affect another use. These issues are generally addressed through existing regulations and policies and are comprehensively addressed in each environmental issue area in this document and summarized as applicable and appropriate in the discussion of **Impact 3.8-2** below. As related to impact analysis, this section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation are generally addressed in other topical sections of this PEIR. For example, traffic impacts resulting from increased traffic as a result of anticipated development under the Plan would be discussed in the transportation section of this PEIR; public service impacts resulting from increased demand from increased development under the Proposed Plan is discussed in public services section of this PEIR.

3.8.5 ENVIRONMENTAL IMPACTS

Impact LAN-1 Physically divide an established community.

Less than significant

Existing established communities in the Plan area include the low-density residential areas in the west, northwest, east, and northeast of the Plan area; the high-density residential in the south of the Plan area; the public institutional areas throughout the Plan area; the general commercial areas to the east of the Metro A Line; and the mixed-use areas along Compton Blvd, Rosecrans Ave, and Willowbrook. The Metro A Line currently divides the Plan Area in half, and the Alameda Corridor creates another dividing boundary to the east of the Metro A Line. The Specific Plan does not propose any new highways, airports, railways, or other physical features that would physically divide an established community in the Plan area.

The objective of the Plan is to ensure future development within the Specific Plan area would provide for a walkable neighborhood of integrated land uses near regional transit. The Plan would provide redevelopment and infill development that would result in higher density housing, employment opportunities, and mixed-use development. In addition, the Specific Plan would improve pedestrian and bicycle routes and linkages throughout the Specific Plan area and to/from the Compton Station.

The physical framework of Downtown Compton consists of three primary districts:

- **Civic Center**: This area, anchored by the MLK Memorial Plaza, would remain the symbolic center of the City with new plaza improvements and land uses. While much of the area will remain similar to existing conditions, the Proposed Specific Plan considers new buildings of 3 to 10 stories with densities up to 175 dwelling units per acre at selected sites.

- **Commercial Core**: This area consists of the Compton Renaissance Center and Towne Center shopping centers, the MLK Transit Plaza, and adjacent areas around the Metro A (Blue) Line Compton Station. This area would retain its identity as the key commercial center of the City. In this area, the Proposed Specific Plan considers new buildings of 3 to 10 stories with residential sections allowing densities up to 175 dwelling units per acre at selected sites.

- **Historic Core / Compton Boulevard East**: This area stretches along Compton Boulevard between Alameda Street and Santa Fe Avenue. The Proposed Specific Plan considers development of 3 to 6 stories for this area. Densities may range up to 100 dwelling units per acre.

Through the Plan, these three districts will be united through a pedestrian-friendly, activated Compton Boulevard and diagonal connection to the Metro station.

Additionally, the Specific Plan proposes improvements to the street network with particular attention on several corridors: Willowbrook Avenue; Alameda East; and Compton Boulevard to include new pedestrian and bicycle amenities to increase mobility and connection to the Compton Station. Each of these corridors is proposed to be modified to create a more walkable, bikeable, and transit-oriented station area.

Willowbrook Avenue (comprised of Willowbrook Avenue West and Willowbrook Avenue East) is the major access pathway to the Metro station, however it is currently unsafe and confusing to navigate for pedestrians, particularly at intersections. The Specific Plan will redesign Willowbrook Avenue West restricted to one-way traffic northbound and Willowbrook Avenue East to one-way traffic southbound. Willowbrook Avenue East will be reconnected with the Compton Letters Plaza, which will enable direct access from Rosecrans Avenue to the Commercial Core. The Specific Plan will also construct bike lanes on both side, plant street tree bulbs, and build raised crossings to connect Compton Station to the Metro Plaza. The existing MLK bus station would be preserved.

Alameda East between Rosecrans Avenue and Compton Boulevard is a little-used roadway. The Specific Plan proposes to close the roadway and convert the street into a greenway that will provide safe bicycle and pedestrian access to Wilson Park and Downtown Compton. The greenway would also implement stormwater infiltration elements and plantings to provide buffers to the rail lines to the west, This would help facilitate residential development to the east of the greenway.

The Specific Plan proposes that Compton Boulevard become the center of Downtown Compton. Compton Boulevard between Acacia Avenue and Santa Fe Avenue will be redesigned to increase the sidewalk widths and decrease the roadbed from five travel lanes to three travel lanes, and include a bike lane. This will be the setting of the Compton Walk, which will link the Civic Center, Commercial Core, and Historic Core districts with the Metro station through a pedestrian-friendly, activated streetscape. These additions would further connect existing established communities in the Plan Area, improve ease of navigation, and increase safety.

The Specific Plan proposes to enhance the existing bicycle network and develop a new comprehensive network to improve safety and convenience. The Specific Plan implements feasible facilities throughout the plan area to provide a bikeway system that serves to link people with schools, parks, employment and shopping areas, and transit.

Development occurring under the proposed Specific Plan is anticipated to occur over a 20-year period and would involve infill development utilizing the established roadway network, transit network, and urbanized land use pattern. The increase in development capacity that would occur through implementation of the Specific Plan is intended primarily to allow intensified development or a more transit-oriented mix of land uses. The proposed zoning changes do not introduce substantially different land uses, or otherwise introduce land uses that would physically divide the Specific Plan area. Rather, the proposed Specific Plan integrates existing uses in the area, enhances mobility, and connectivity of land uses through implementation of mixed uses, resulting in a more physically connected community.

Overall, the proposed Specific Plan would increase the density/intensity of development as well as the presence of pedestrians throughout the Specific Plan area. The Plan area would increase from 12,323 residents to a projected 21,559 residents in 2040. The existing community would not be divided. The proposed Specific Plan would provide for additional residential and related commercial and employment development and improved connectivity within the existing community and transit network, and would not result in the division of an established community. Conversely, the Plan would establish a more integrated network of community land uses and mobility. Thus, impacts related to physical division of an established community would not occur.

Mitigation Measures

No mitigation is required.

Impact LAN-2 **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.**

Specific Plan Consistency with Applicable Land Use Plan, Policies, and Regulations

SCAG's Connect SoCal RTP/SCS is a long-range regional transportation and land use network plan that provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Similarly, the City's current General Plan (1991) serves as a blueprint for the City's planning efforts and vision forthe future.

Table 3.8-1 demonstrates the Specific Plan's consistency with relevant Connect SoCal's goals and policies, whereas **Table 3.8-2** discusses the Plan's consistency with relevant policies from the City of Compton's General Plan's Land Use Element, Housing Element, and Conservation/Open Space/Parks and Recreation Element. Policies that are redundant between elements are omitted, as are policies that call for City actions independent of review and approval or denial of the proposed Specific Plan. The

ultimate determination of whether the proposed Specific Plan is consistent with applicable general plans lies with Compton's decision- making bodies, specifically the Planning Commission and City Council.

Table 3.8-2
Specific Plan Consistency with SCAG's Connect SoCal RTP/SCS Advisory Land Use Policies

Connect SoCal RTP/SCS Goals	Discussion
Goal 1. Encourage regional economic prosperity and global competitiveness	**Consistent.** The Specific Plan encourages the redevelopment of this area with land uses that appropriately suit the transit station and introduces walkable, mixed-use, residential, and commercial uses within walking distance of the station. The location along the train line allows for residents and employees to travel more freely within the region, increasing the competitiveness of Compton as a desirable place to live and work.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	**Consistent.** The Specific Plan would allow for the creation of neighborhoods focused on transit-oriented housing, local and regional commercial services, community resources, and a range of multi- modal transportation practices. The Specific Plan would therefore increase mobility, accessibility, and safety by placing housing with adequate access to services,transportation, and open space.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system	**Not Applicable.** This Goal is directed towards SCAG and does not apply to the proposed project. While this strategy calls on enhancing the preservation, security, and resilience of the transportation system, the proposed plan would not interfere with such policymaking.
Goal 4: Increase person and goods movement and travel choices within the transportation system	**Consistent.** The Specific Plan aims to provide access to employment, retail services, and other daily needs via alternate modes of transportation, including public transit. The Specific Plan encourages a walkable, vibrant, and safe transit-oriented community aroundthe Compton A Line Station. Accordingly, the Specific Plan would develop a node along the Metro A Line corridor by initiating, concentrating, and densifying mixed-use development around the Compton Station.
Goal 5: Reduce greenhouse gas emissions and improve air quality	**Consistent.** The proposed project will decrease criteria air pollutant and GHG emissions because of its proximity to public transit and the reduction of vehicle miles traveled.
Goal 6: Support healthy and equitable communities	**Consistent.** The Proposed Specific Plan would allow a range of housing types near the Compton Station that would appeal to the needs and lifestyles of a wide range of residents. In addition, the Specific Plan would maintain and create additional employment opportunities adjacent to transit by introducing new retail and office uses while preserving existing industrial and commercial jobs in the remainder of the Plan Area.

Connect SoCal RTP/SCS Goals	Discussion
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	**Consistent.** The Specific Plan would minimize congestion impacts on the region because of its proximity to public transit and would encourage mixed-use development within the Downtown Compton area.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Not Applicable.** This Goal is directed towards SCAG and does not apply to the proposed project. This strategy calls on SCAG to use new transportation technologies and data-driven solutions to increase travel efficiency. The proposed plan would not interfere with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	**Consistent**. The Proposed Specific Plan would encourage the development of multi-family residential buildings within walking distance of the Compton A Line station. Additionally, the Plan will preserve existing low-density neighborhoods east of Rose Avenue to North Matthisen Avenue. The range of housing types near the Compton Station would appeal to the needs and lifestyles of a wide range of residents.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	**Not Applicable.** This Goal is directed towards SCAG and does not apply to the proposed project. This strategy calls on SCAG to promote the conservation of natural and agricultural land and the restoration of habitats. The Proposed Plan is located in an urban area. Therefore, the proposed plan would not interfere with this goal.
Connect SoCal RTP/SCS Strategies	**Discussion**
Strategy 1: Focus growth near destinations and mobility options	**Consistent.** The Proposed Specific Plan concentrates growth around the Compton A Line Metro Station, and provides improved pedestrian and bicycle infrastructure
Strategy 2: Promote diverse housing choices.	**Consistent.** The Proposed Specific Plan would encourage the development of multi-family residential buildings in Downtown Compton, while preserving existing low-density residential areas.
Strategy 3: Leverage technology innovations	**Not Applicable.** This strategy is directed to SCAG and does not apply to the proposed project. This strategy aims to promote low emission technologies, improve access to services through technology, and identify ways to incorporate "micro-power grids" in communities. The proposed plan would not interfere with this strategy.
Strategy 4: Support implementation of sustainability policies	**Consistent.** The proposed project incorporates Design Guidelines that encourage green infrastructure and sustainable features such as green roofs and landscaping.
Strategy 5: Promote a Green Region	**Consistent.** The Specific Plan would promote the creation of a greenway system along Alameda East between Rosecrans Avenue and Compton Boulevard, which will provide green space, and pedestrian and bicycle access.

The project is a specific plan that would govern development in the Plan area. To approve the development of the Plan as proposed, the City of Compton must adopt the Specific Plan. By adopting the Specific Plan, the City of Compton would also be adopting the anticipated development associated with the Plan. Development under the Specific Plan and its elements would be consistent with the City of Compton General Plan. **Table 3.8-3, General Plan Goals and Policies**, includes the goals and policies included in the General Plan and pertinent to the project.

The Specific Plan would function as a regulatory document which supersedes the Development Code within the Specific Plan boundary. In cases where the Specific Plan conflicts with the Development Code, the Specific Plan would take precedence. Where the Specific Plan is silent on a topic(s), the Development Code would remain in force.

Table 3.8-3
Specific Plan Consistency with the City of Compton General Plan

General Plan Policy	Discussion
Land Use Element	
Goal 1.0: Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses andresidents of all income ranges	
Policy 1.2: Adopt redevelopment plans for the City's commercial and industrial areas; limit the use of eminent domain in carrying out redevelopment programs.	**Consistent.** The Proposed Specific Plan will create development opportunities across the entire Specific Plan area, and identifies key opportunity sites. Eminent domain is not proposed.
Policy 1.4: Establish an implement a comprehensive economic development strategy which works in concert with redevelopment, housing, and land use goals	**Consistent**. The Specific Plan facilitates the development of a mixed-use district with enhanced access to public spaces, attracting investment and strengthening the City's economic base and infrastructure. The Plan clusters residential, commercial, and office space in the area surrounding the Metro A Line's Compton station
Policy 1.6: Promote quality design in newdevelopment projects.	**Consistent.** The Specific Plan would establish design standards(e.g., façade enhancements, lighting, building orientation, etc.) to ensure that new development throughout the Specific Plan area exhibits quality design.
Policy 1.8: Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.	**Consistent**. The Specific Plan would initiate transit-oriented planning around the Compton A Line Station. The Specific Plan would encourage development in the Specific Plan's three proposed districts to revitalize neighborhoods on a locally-oriented planning-scale.
Goal 2.0: Maintain a balanced and diversified distribution of land use in Compton	

Policy 2.1: Provide increased market rate housing opportunities.	**Consistent.** The Specific Plan would allow for up to 2,178 new multi-family housing units. Some affordable units may be implemented due to density bonus and other transit-oriented development incentives; however, most of the residential development expected under the proposed Specific Plan is anticipated to be market-rate.
Policy 2.2: Provide incentives to attract retail commercial businesses which serve both thelocal and regional markets.	**Consistent.** The Specific Plan would allow for increased development potential of commercial land uses in the Commercial Core district. Mixed-use development would be encouraged to attract new businesses that serve residents and regional markets for those travelling along the Metro A Line.
Policy 2.3: Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.	**Consistent.** The Specific Plan encourages mixed-use residential and commercial development along Compton Blvd, Rosecrans Blvd, and Wilmington Avenue.
Policy 2.7: Provide sufficient park land and open space resources to meet the community'sdiverse needs.	**Consistent.** The Specific Plan would provide new park and open space resources by laying the framework to revitalize MLK Plaza and other Civic Center and Historic Core open spaces. These resources would create new opportunities for walking, biking, and other recreation for the community.
Goal 3.0: Provide a wide range of business opportunities and establish a strong commercial and industrial base.	
Policy 3.2: In efforts to attract new business, emphasize Compton's accessibility via passenger rail, freeways, and arterial highways.	**Consistent.** The Specific Plan would create new commercial development potential near the Metro A Line's Compton station, Alameda Rail Corridor, and the SR-91 freeway, which would promoteaccessibility to transit options.
Policy 3.3: Recognize the important role that small, local businesses play in the local economy through their provision of jobs, as a source of sales tax revenue, and by providing asense of identity to the City.	**Consistent.** The Specific Plan would allow for the development of new retail and office space in mixed-use projects that include housing units. In so doing, the project would create new, localized employment opportunities, new sales tax revenue, and new identity as a transit-oriented community.
Goal 4.0: Provide infrastructure systems and public services that adequately meet the demands created by land usepolicy.	
Policy 4.1: Limit development of new Medium and High-Density Residential projects to those areas where water, sewer, and street systems can support more dense development. Requiresystems to be upgraded as necessary to support higher densities.	**Consistent.** As discussed in Section 3.13, Utilities and Service Systems, the City's local sewer lines would be expanded or improved on an as-needed basis during implementation of each project phase and no major alterations to Los Angeles County Sanitation District (LACSD) regional trunk lines are anticipated to be necessary as a result of implementation of the proposed project phases. Nonetheless, with adherence to applicable regulations and General Plan policies, the proposed project would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant. Although

	the Specific Plan would alter the Plan Area's circulation systems, all streets are intended to accommodate sidewalks with ample space for landscape, walkways, and bikeways where planned. Intersection and curb-cuts should be designed to prioritize pedestrian safety and accessibility.
Policy 4.2: Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for development and revitalization.	**Consistent.** The Specific Plan analyzed the existing infrastructure capacity and determined that the existing water and sewer system will accommodate future demands. Electricity, natural gas, and telecommunications systems will be reviewed on a case-by-case basis to determine whether improvements will be needed as part of development approval. Approval of individual development projects will require the inclusion of infrastructure as necessary.
Policy 4.3: Involve the Fire and Police Departments in the review of development proposals to ensure that these agencies' needs and concerns are accounted for in project design.	**Consistent.** The Compton Fire Department and the Los Angeles County Sheriff's Department have been contacted regarding the impact of the Specific Plan to public safety services. As described in Section 3.12, Public Services, environmental impacts related to sheriff services would be less than significant. However, upon development of the Specific Plan, the individual applicant's will be required to pay their fair share contribution to a new fire station and/or required equipment to maintain response times; the construction of this facility may have significant and unavoidable environmental impacts.
Housing Element	
Goal 3.0: Eliminate conflicts between residential and non-residential uses.	
Policy 3.2: Require new residential projects adjacent to commercially and industrially zonedproperties to incorporate adequate buffers intosite plan design.	**Consistent.** The Specific Plan incorporates design guidelines, which include provisions for residential uses to be buffered from adjacent industrial uses and off-site parking by a wall and vegetation. New buildings will be oriented to promote privacy.
Policy 3.3: Perform thorough environmental review of all industrial development proposalsplanned near residentially zoned land.	**Consistent.** The Specific Plan does not propose any new industrial square footage or new industrial land uses. Any new industrial uses would need to be developed in areas that are currently industrially-designated. Such projects would be subject to environmental reviewpursuant to CEQA.
Conservation/Open Space/Parks and Recreation Element	
Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.	
Policy 1.2. Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.	**Consistent.** The Commercial Core district promotes mixed-use commercial and residential development. Mixed-use buildings will include ground floor retail and upper floor residential units. Commercial uses will be interspersed with

	residential uses on the same block. Additionally, the district would include a pedestrian mall to facilitate walkability and transit access.
Policy 1.3: Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.	**Consistent.** The Proposed Specific Plan facilitates new residential uses near the existing employment centers in Downtown Compton. The Plan would also introduce new commercial employment opportunities near housing in mixed-use projects.

Less than Significant Impact.

Mitigation Measures

No mitigation is required.

3.8.6 CUMULATIVE IMPACTS

As discussed in **Section 2.0, Project Description**, the Specific Plan would accommodate up to 2,178 multi-family residential units, a net reduction in 39,000 square feet of new retail space, 97,000 square feet of new office space, and a 90,000 square feet, 150-room hotel. In addition to the development capacity of the Proposed Specific Plan, the City of Compton is developing a Transit Oriented Development Specific Plan surrounding the Artesia A Line Station, which includes the Art-Com mixed-use development and the Crystal Casino redevelopment. The Artesia TOD Specific Plan will add 989 units of housing, 36,988 square feet of retail space, 52,447 square feet of office space, and 73,000 square feet of other commercial space. This will result in a total addition of 3,167 units of housing, 149,447 square feet of office space, 73,000 square feet of other commercial space, a 150-room hotel, and a net loss of 2,012 square feet of retail to the City of Compton. Additionally, there are several developments in the pipeline in Specific Plan Area, including 501/601 E Compton Boulevard, which will contain 290 residential units, an Innovation Hub, and 7,000 square feet of retail uses at N Willow Avenue and Compton Boulevard.

While the Specific Plan and other land use changes would increase the intensity of development in Compton beyond that envisioned in the Compton General Plan adopted in 1991 and Connect SoCal RTP/SCS, the project-specific impacts related to land use compatibility would be less than significant, as discussed in Impact LU-2. The development would be consistent with overall goals and policies in the Compton General Plan, as discussed in Section 3.8.2, *Regulatory Framework*. Any future developments proposed within the Plan Area and the City would need to be reviewed on a case-by-case basis for compliance with the Specific Plan and the City's General Plan Urban Design Element, Zoning Code, and any other relevantgoverning policies or plans. Therefore, the project-specific impacts associated with

land use consistency would be less than significant. Potential impacts would not be cumulatively considerable.

Mitigation Measures

No mitigation is required.

3.8.6 REFERENCES

California Air Resources Board, Sustainable Communities, https://www.arb.ca.gov/cc/sb375/sb375.htm, accessed October 2, 2019.

3.9 NOISE

INTRODUCTION

The purpose of this noise analysis is twofold: (1) to evaluate the Specific Plan in terms of its design to ensure that it is appropriately planned from a noise perspective, and (2) to evaluate the noise impact of the project on the surrounding (off-site) areas. Noise modeling conducted for the project is contained within **Appendix 3.9** *of this PEIR.*

3.9.1 FUNDAMENTALS OF NOISE AND VIBRATION

3.9.1.1 Characteristics of Noise

Noise is usually defined as unwanted sound. Noise becomes unwanted when it interferes with normal activities, causes actual physical harm, or has adverse effects on health. The definition of "noise" as unwanted sound implies that it has an adverse effect on people and their environment.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies; it is less sensitive to low and high frequencies than to medium frequencies, which correspond with human speech. In response, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" and is referenced in units of dB(A). Because noise is measured on a logarithmic scale, a doubling of sound energy results in a 3 dB(A) increase in noise levels. However, changes in a noise level of less than 3 dB(A) are not typically noticed by the human ear.[1] A change from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise, and a 5.0 dB(A) increase is readily noticeable. The human ear perceives a 10 dB(A) increase in sound level as a doubling of sound.

Noise sources occur in two forms: (1) point sources, such as stationary equipment, loudspeakers, or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB at acoustically "soft" sites.[2,3] For example, a 60 dB(A) noise level measured 50 feet from a point source at an acoustically hard site would be 54 dB(A) 100 feet from the source and 48 dB(A) 200 feet from

1 California Department of Transportation, *Technical Supplement to the Traffic Noise Analysis Protocol*. September, 2013.

2 Ibid.

3 California Department of Transportation, *Technical Supplement to the Traffic Noise Analysis Protocol*. October, 1998.

the source. Sound generated by a line source typically attenuates at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively.[4] Sound levels can also be attenuated by man-made or natural barriers.

Solid walls and berms typically reduce point and line source noise levels by 3 to 23 dB(A).[5] Sound levels for a source may also be attenuated 3 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses.[6] Outside to inside noise attenuation provided by typical structures is provided **in Table 3.9-1, Building Noise Reduction Factors.**

Table 3.9-1
Building Noise Reduction Factors

Building Type	Noise Reduction - dB(A)	
	Window Condition	Noise Reduction Due to Exterior of the Structure
All	Open	10
Light Frame	Ordinary Sash (Closed)	20
	Storm Windows	25
Masonry	Single Glazed	25
	Double Glazed	35

Source: Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Guidance. December 2011.

3.9.1.2 Sound Rating Scales

Various rating scales approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighted scale, discussed above, has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based upon the dB(A) scale.

4 California Department of Transportation, *Technical Supplement to the Traffic Noise Analysis Protocol*. September, 2013.

5 Ibid.

6 Ibid.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single event noise exposure level events during a given sample period. Leq is the "acoustic energy" average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. The equivalent noise level is expressed in units of dB(A). Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24 hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1 hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 dB are added to measured noise levels occurring between the hours of 7:00 p.m. and 10:00 p.m. For measured noise levels occurring between the hours of 10:00 p.m. and 7:00 a.m., 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours and the expected lower ambient noise levels during these periods.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10:00 p.m. and 7:00 a.m. are increased by 10 decibels (dB). This noise is weighted to take into account the decrease in community background noise of 10 dB(A) during this period. Noise levels measured using the Ldn scale are typically similar to CNEL measurements.

3.9.1.3 Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety, and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities (e.g., target shooting and motorcycle or car racing). The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dB(A) for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud enough to cause hearing loss.

Communication Interference

Communication interference is one of the primary concerns in environmental noise. Communication interference includes speech disturbance and intrusion with activities such as watching television. Noise can also interfere with communications such as within school classrooms. Normal conversational speech is in the range of 60 to 65 dB(A) and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Physiological Responses

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, and other physical changes. Studies to determine whether exposure to high noise levels can adversely affect human health have concluded that, while a relationship between noise and health effects seems plausible, there is no empirical evidence of the relationship.

Annoyance

Annoyance is an individual characteristic and can vary widely from person to person. Noise that one person considers tolerable can be unbearable to another of equal hearing capability. The level of annoyance depends both on the characteristics of the noise (including loudness, frequency, time, and duration), and how much activity interference (such as speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2% to 10% of the population is highly susceptible to annoyance from any noise not of their own making, while approximately 20% are

unaffected by noise.[7] Attitudes may also be affected by the relationship between the person affected and the source of noise, and whether attempts have been made to abate the noise.

3.9.1.4 Characteristics of Vibration

Vibration consists of waves transmitted through solid material. Groundborne vibration propagates from a source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating and is measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage built structures. Vibration is often also measured by the Root Mean Squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents "smoothed" vibration levels over an extended period of time and is often used to gauge the long-term chronic impact of a project's operation on the adjacent environment. RMS amplitude is the average of a signal's squared amplitude. It is most commonly measured in decibel notation (VdB).

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves, or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic induces perceptible vibration in buildings, such as window rattling or shaking of

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7 Wayne County Airport Authority. *Background information on noise & its measurement, 2009*

small loose items (typically caused by heavy trucks in passing), then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

3.9.2 ENVIRONMENTAL SETTING

3.9.2.1 Existing Ambient Noise Levels

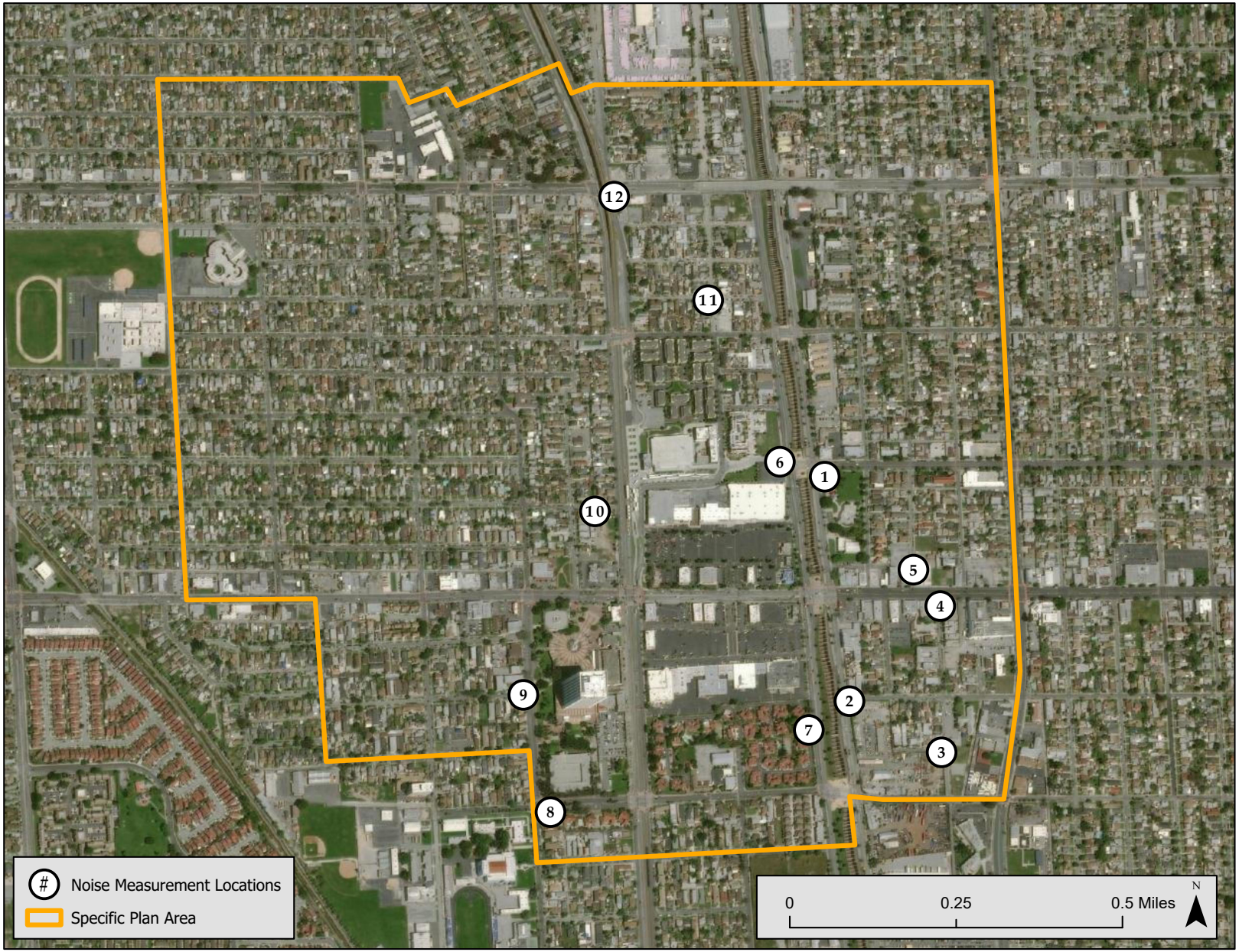
Transportation activity is the primary noise source in the Plan Area. Modes of transportation that generate noise include automobile use, trucking, railroad, and airport operations. Nearby roadways with the highest traffic volumes and associated noise levels include Willowbrook Avenue, Compton Boulevard, Alameda Street, and Rosecrans Avenue. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds.

A noise monitoring survey was completed to establish existing noise levels in the Plan Area. **Figure 3.9-1, Noise Measurement Locations** shows the location of noise measurements throughout the Plan Area. The measured noise levels are presented in **Table 3.9-2, Existing Ambient Daytime Noise Levels.**

Table 3.9-2
Existing Ambient Daytime Noise Levels

Noise Monitoring Locations	Primary Noise Sources	Noise Levels (dBA)		
		Leq	Lmin	Lmax
1. Wilson Park	Traffic, Railroad	60.6	49.6	76.8
2. S. Alameda Street East/E. Laurel Street	Traffic, Railroad	68.2	47.3	88.3
3. S. Willow Avenue/E. Gladys Street	Traffic	56.1	45.4	77.3
4. E. Compton Boulevard/S. Willow Avenue	Traffic	59.2	45.9	72.8
5. E. Compton Boulevard/N. Spring Avenue	Traffic	57.9	45.7	72.3
6. N. Alameda Street West/Isadore Hall Drive	Traffic, Railroad	74.8	54.4	94.1
7. 200 S. Alameda Street West	Traffic, Railroad	74.1	50.3	93.0
8. S. Acacia Avenue/W. Myrrh Street	Traffic	68.6	50.6	84.5
9. S. Acacia Avenue/W. Almond Street	Traffic	66.1	45.9	87.4
10. N. Willowbrook Avenue/W. School Street	Traffic	67.2	52.3	81.3
11. N. Tamarind Avenue/E. Cedar Street	Traffic	58.3	45.8	72.6
12. Rosecrans Avenue/N. Willowbrook Avenue	Traffic	74.9	54.6	87.6

Source: Impact Sciences, Inc., January 2022. See Appendix 3.9 – Noise and Vibration Technical Data



SOURCE: Esri, 2022

FIGURE **3.9-1**

IMPACT SCIENCES

Noise Measurement Locations

1335.001•03/22

3.9.2.2 Existing Modeled Roadway Noise Levels

Existing roadway noise levels were calculated for primary roadway segments located throughout the Plan Area. The roadways selected are representative of the segments that would be most impacted by an increase in traffic according to the traffic study.

Calculation of the existing roadway noise levels was based on the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Specific Plan's traffic analysis.[8] The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along study area roadway segments are presented in **Table 3.9-3, Existing Roadway Noise Levels**.

8 See **Appendix 3.9** for roadway noise calculations.

Table 3.9-3
Existing Roadway Noise Levels

Roadway	Roadway Segment	Predominant Existing Land Use Along Segment	dBA CNEL
Rosecrans Ave.	West of Willowbrook Ave.	Residential	70.2
	Between Willowbrook Ave. & Alameda St.	Commercial	70.8
	Between Alameda St. & Santa Fe Ave.	Residential/Commercial	70.1
Elm St.	Between Alameda St. & Santa Fe Ave.	Residential	59.4
Palmer St.	Between Alameda St. & Santa Fe Ave.	Residential/Open Space	58.9
Compton Blvd.	Between Mathisen Ave. & Acacia Ave.	Residential/Commercial	67.8
	Between Acacia Ave. & Willowbrook Ave.	Commercial/Open Space/Library	67.8
	Between Willowbrook Ave. & Alameda St.	Commercial	67.2
	Between Alameda St. & Santa Fe Ave.	Commercial	67.5
Myrrh St.	Between Willowbrook Ave. & Alameda St.	Residential	61.1
Acacia Ave.	Between Compton Blvd. & Myrrh St.	Residential/Institutional	59.4
Willowbrook Ave. (west)	Between Rosecrans Ave. & Compton Blvd.	Residential	61.9
	Between Compton Blvd. & Myrrh St.	Institutional	61.3
Willowbrook Ave. (east)	South of Rosecrans Ave.	Residential	57.8
	Between Compton Blvd. & Myrrh St.	Residential/Commercial	57.3
Alameda St. (west)	Between Rosecrans Ave. & Compton Blvd.	Commercial/Industrial	66.0
	Between Compton Blvd. & Myrrh St.	Residential/Commercial	65.5
Alameda St. (east)	Between Rosecrans Ave. & Compton Blvd.	Institutional/Open Space	60.7
	Between Compton Blvd. & Myrrh St.	Commercial	60.9
Santa Fe Ave.	Between Rosecrans Ave. & Compton Blvd.	Residential	68.8

Source: Impact Sciences, March 2022. See Appendix 3.9.
Traffic data: Traffic information provided by Iteris. See Appendix 3.12 for traffic analysis.

3.9.2.3 Existing Groundborne Vibration

The primary sources of groundborne vibration in the Plan Area are heavy-duty vehicles (e.g., refuse trucks, delivery trucks, and school buses) traveling on local roadways. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.[9]

3.9.2.4 Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their

9 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Noise-sensitive receptors within the Plan Area include residential uses, schools, and institutional uses such as churches and libraries.

3.9.3 REGULATORY FRAMEWORK

3.9.3.1 Federal Laws and Regulations

Currently, no federal noise standards regulate environmental noise associated with short-term construction or the long-term operations of development projects.

Federal Transit Administration Vibration Guidance

The Federal Transit Administration (FTA) has published guidance relative to vibration impacts. Construction vibration damage criteria are assessed based on structural category (e.g., reinforced-concrete, steel, or timber). The Federal Transit Administration (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.[10] The FTA guidelines include a table showing the vibration damage criteria based on structural category and is presented below in **Table 3.9-4, Construction Vibration Damage Criteria.**

Table 3.9-4
Construction Vibration Damage Criteria

Building/Structural Category	PPV, in/sec
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. September 2018.

10 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

The FTA has also set standard that address the effect of long-term vibration on human annoyance. Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. The RMS amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration. For residential land uses which experience occasional events of ground-borne vibration or noise, the FTA has established a threshold of 75 VdB. Some commercial buildings, such as auditoriums and theaters have additional vibration and noise annoyance criteria.

3.9.3.2 State Laws and Regulations

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL)[11] in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

3.9.3.3 Local Plans and Policies

City of Compton General Plan Noise Element

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton TOD Specific Plan.

Noise Goal 1. Enforce transportation-related noise regulations.

Policy 1.1. The City of Compton will ensure that City, State, and Federal noise standards for motor vehicles are achieved, especially those for mufflers and modified exhaust systems.

Policy 1.2. The City of Compton will ensure that new transportation equipment purchased by the City will comply with noise performance standards.

11 Measurements are based on Ldn or CNEL.

Policy 1.3. The City of Compton will require the measurement and mitigation of noise impacts of all new or remodeled transportation and circulation facility or infrastructure projects. Mitigation may entail redesigning the architecture or circulation patterns.

Policy 1.4. The City of Compton will impose traffic restrictions to reduce transportation noise.

Noise Goal 2. Incorporate noise considerations into land use planning decisions.

Policy 2.1. The City of Compton will require noise studies for new development projects and expansion of existing developments that will result in construction activities in excess of 30 days or projects that are 5,000 square feet or more of building or structure area or fifteen units or more to measure and propose mitigation measures for noise impacts on the nearby community, especially on existing noise-sensitive land uses.

Policy 2.2. The City of Compton will review the site plan, building orientation, design, and interior layout of proposals for new development in noisy environments for solutions that lessen noise intrusion.

Policy 2.3. The of Compton will require that mixed-use structures provide sufficient noise and vibration mitigation for the residential uses through noise-reducing design and materials.

Noise Goal 3. Control non-transportation noise impacts.

Policy 3.1. The City of Compton will enforce the State standard of 65 dbA for exterior noise levels for all commercial uses,

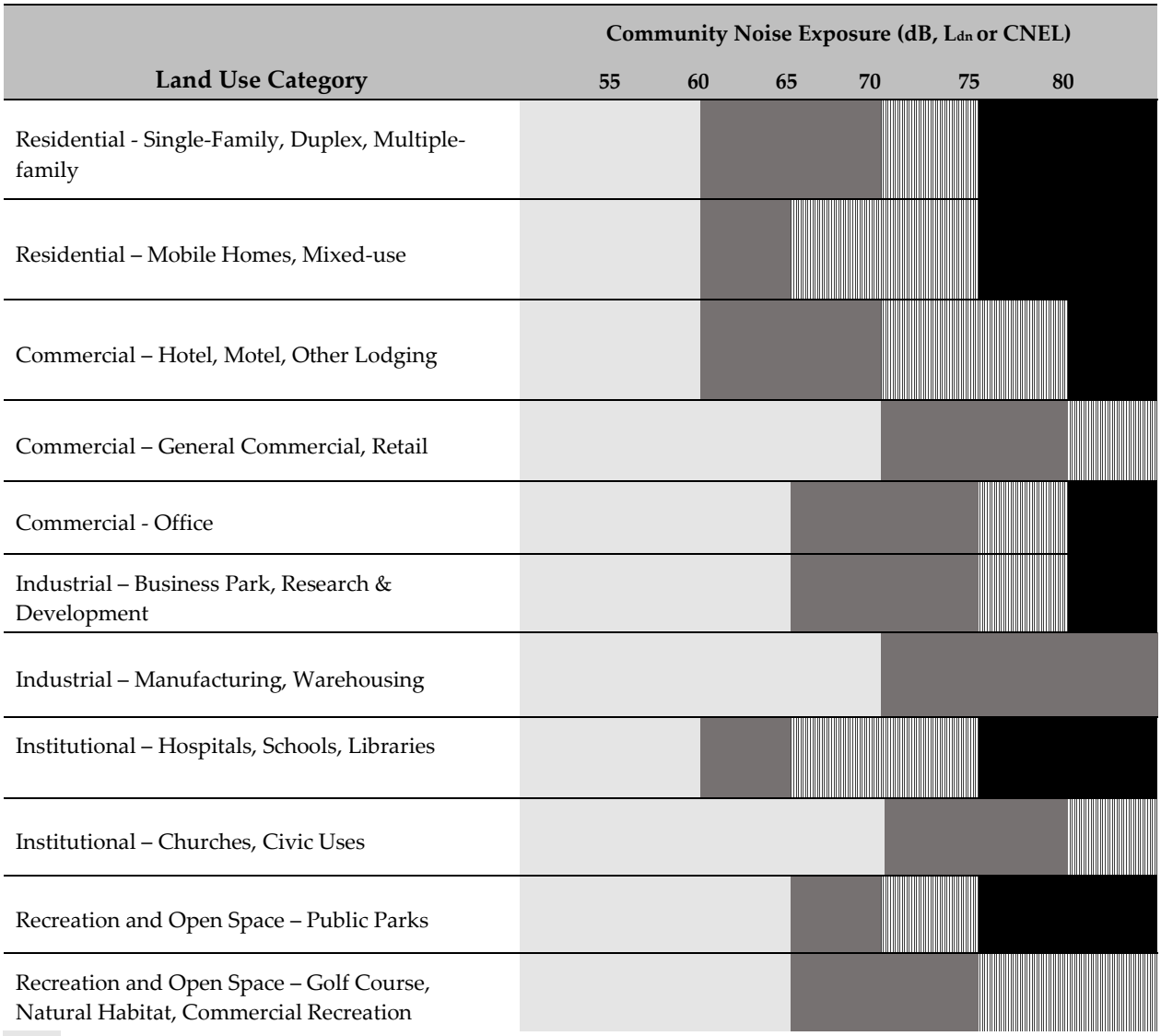
Policy 3.2. The City of Compton will regulate noise levels from lawn blowers, trimmers, machinery, or other disturbances,

Policy 3.3. The City of Compton will require sound attenuation devices on construction equipment.

In addition to the listed policies, the City's General Plan Noise Element includes a land use compatibility matrix as a guide for noise standards. **Table 3.9-5, Land Use Compatibility Standards** shows the noise

level standards for various land uses throughout the City, as shown in the City's General Plan Noise Element.

Table 3.9-5
Land Use Compatibility Standards



**Please note that these guidelines are general and may not apply to specific sites.*
Source: California General Plan Guidelines. City of Compton General Plan Noise Element (Exhibit 7-3).

City of Compton Municipal Code

Chapter 7-12, Noise, of the Compton Municipal Code (CMC) establishes regulations and standards regarding the generation of noise. Ambient base noise level standards for various zones in the City are set forth in **Table 3.9-6, Presumed Ambient Noise Levels**.

Table 3.9-6
Presumed Ambient Noise Levels

Zone	Time	Very Quiet		Quiet	Slightly Noisy	
		Rural	Suburban	Suburban	Suburban	Urban
Low-Density Residential, Medium-Density Residential	10:00 P.M. to 7:00 A.M.	35	50	40	55	45
	7:00 P.M. to 10:00 P.M.	40	55	45	60	50
	7:00 A.M. to 7:00 P.M.	45	65	50	65	55
High-Density Residential	10:00 P.M. to 7:00 A.M.	40	70	45	70	50
	7:00 A.M. to 10:00 P.M.	45	50	55	N/A	N/A
Commercial	10:00 P.M. to 7:00 A.M.			N/A		
	7:00 A.M. to 10:00 P.M.					
Limited Manufacturing	Anytime			N/A		
Heavy Manufacturing	Anytime			N/A		

Note: N/A = Not applicable because noise levels are not currently established for this zone or time period in the CMC
Source: CMC, Chapter 7-12.4

Section 7-12.6 of the CMC prohibits the use or operation of any radio receiving set, musical instruction, phonograph, television set or similar devices between the hours of 10:00 P.M. and 7:00 A.M. in a manner which exceeds the ambient noise level at the property line of any property (or, if a condominium or apartment, within any adjoining apartment) by more than 5 dBA.

Similarly, Section 7-12.11 of the CMC prohibits the use or operation of any machinery, equipment, pump, fan, air condition apparatus or other similar mechanical devices from exceeding the ambient noise level at the property line of any property by more than 5 dBA.

Under Section 7-12.22 of the CMC, construction activities (including operation of any tools, equipment, impact devices, derricks or hoists used in construction, drilling, repair, alteration, demolition or earthwork) may only occur between the hours of 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. No

construction activities are permitted outside of these hours except with express written permission from a City Building Official.

Section 7-12.25 prohibits the delivery to any commercial zone in the City between the hours of 11:00 P.M. and 6:00 A.M. that would produce or generate noise which can be heard at more than 50 feet from the source.

Section 7-12.28 of the CMC prohibits noise emanating from or attributable to a party or gathering that is audible from a distance of at least 50 feet or more from the property line of a property where the party or gathering is taking place.

3.9.4 THRESHOLDS OF SIGNIFICANCE

Pursuant to Appendix G of the State CEQA Guidelines, potentially significant impacts would occur if adoption of the Specific Plan would:

- 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.
- Generation of excessive groundborne vibration or groundborne noise levels.
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

3.9.5 METHODOLOGY

The *CEQA Guidelines* do not provide a definition for "substantial increase" in noise and they do not provide a threshold of significance for potential noise or vibration impacts. Therefore, the following discussion explains the application of thresholds of significance developed for this noise analysis based upon the General Plan Noise Element discussed previously in this PEIR section. These thresholds apply to both project impacts and cumulative impacts and are as follows:

Construction Noise

The primary source of temporary noise associated with the Specific Plan would be construction activities associated with forecast development in the Plan Area. The Specific Plan would focus future development at key sites and opportunity sites located throughout the Plan Area. Construction at these

sites would typically involve several stages, including demolition, site preparation, grading, building construction, architectural coating, and paving. Noise generated by construction equipment can vary in intensity and duration during each phase of construction. While construction in the Plan Area would occur over several years (the planning horizon year for the Specific Plan is 2040), the actual location from which noise would be generated would shift as different areas are developed.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the equipment noise levels at distances of 50 feet, 100 feet, and 500 feet for each phase of construction. This model predicts noise levels based on the expected construction equipment in each phase of construction, empirical data for noise generated by this equipment, the expected usage of equipment during each work day, and formulas to estimate sound attenuation from source to receiver. Equipment used and number of each piece of equipment during construction was obtained from Appendix D of the CalEEMod User Guide for each construction phase.[12] Construction noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Ground absorption adds to the attenuation from distance alone. Noise would be lower at locations farther from the Plan Area. The analysis does not account for attenuation from intervening structures between construction equipment and receivers and or for soft-site attenuation.

The City has not adopted or established quantitative standards specific to construction noise, but has restricted construction to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday per Section 7.12-22 of the CMC. Therefore, construction noise generated by forecast development under the Specific Plan would be significant if construction activities create noise outside of hours established by the CMC.

Operational Noise

The Specific Plan would have a significant impact on noise levels from operations if:

- Permanent ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown in **Table 3.9-5**, or any 5 dBA CNEL or more increase in noise level.

The land use and noise compatibility guidelines in the Noise Element are not adopted standards relevant to determining the significance of incremental increased in permanent noise levels. Exhibit 7-3 of the

12 California Air Pollution Control Officers Association (CAPCOA). 2021. California Emissions Estimator Model (CalEEMod) User's Guide Appendix D – Default Data Tables. Available at: http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

City's Noise Element includes criteria or general guidance associated with incremental increases in noise. Exhibit 7-3 is shown in **Table 3.9-5**. This Exhibit is intended to guide determination of appropriate land use and mitigation measures related to existing or anticipated ambient noise levels. This guidance is useful in determining if a land use is compatible with the existing noise environment (i.e., identifying the impact of the environment on a project) but is not useful alone for assessing if a project would significantly increase noise levels compared to existing conditions. This is particularly true in urban environments like the Plan Area, where existing noise levels often exceed the guidelines shown in **Table 3.9-5**. In addition, sound transmission control requirements are included in the International Building Code, which are the basis for the California Building Standards Code (CCR Title 24). Section 1207.4 of CCR Title 24 provides noise insulation standards. The standards require that intrusive noise not exceed 45 dB in any habitable room.

Groundborne Vibration

Construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers. Since groundborne vibration could cause physical damage to structures, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of a development area to the edge of nearby structures. Due to the anticipated construction phasing for the various key and opportunity sites in the Plan Area, this analysis conservatively assumes that construction would potentially occur as close at 50 feet vibration receptors.

The City has not adopted any groundborne vibration thresholds associated with human annoyance or building damage during construction. Therefore, this analysis uses the FTA's vibration impact thresholds identified in their *Transit Noise and Vibration Impact Assessment Manual* (September 2018). These thresholds utilize the root mean square (RMS) velocity to describe human response measured using vibration decibels (VdB). The FTA thresholds include 80 VdB at residences and buildings where people normally sleep and 83 VdB at institutional buildings such as schools or churches. No thresholds for human annoyance have been adopted or recommended for commercial and office uses.

The FTA also provides groundborne 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, engineered concrete, non-engineered timber, and buildings extremely susceptible to vibration damage). FTA guidelines consider 0.12 inch/sec PPV to be the significant impact level for buildings extremely susceptible to vibration damage, 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings, 0.3 inch/sec PPV to be the significant impact level for

engineered concrete and masonry, and 0.5 inch/sec PPV to be the significant impact level for reinforced-concrete, steel or timber.[13]

3.9.5 ENVIRONMENTAL IMPACTS

Impact NOI-1 **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.**

Significant and Unavoidable Impact.

Construction Noise

Construction activities under the Specific Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis and, as such, would expose nearby sensitive receivers both in and adjacent to the Plan Area to increased noise levels. The increase in noise at off-site receivers during construction of development projects such as those identified in the Specific Plan would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would occur. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later construction phases (i.e., interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

Table 3.9-7, Estimated Construction Noise Levels by Phase, shows the maximum expected noise levels at distances of 50, 100, and 500 feet from construction equipment, based on the combined use of equipment anticipated to be used concurrently during demolition, site preparation, grading, building construction, paving, and architectural coating.

13 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

Table 3.9-7
Estimated Construction Noise Levels by Phase

Construction Phase	Equipment	Estimated Construction Noise Level (dBA Leq)		
		50 feet	100 feet	500 feet
Demolition	Dozer, Concrete Saw, Tractor, Front End Loader	85.7	79.7	65.7
Site Preparation	Grader, Tractor	83.6	77.5	63.6
Grading	Dozer, Tractor, Grader	84.6	78.5	64.6
Building Construction	Crane, Backhoes (2), Tractors (2)	84.2	78.2	64.2
Architectural Coating	Air Compressors	73.7	67.7	53.7
Paving	Paver, Drum Mixers (4), Roller, Backhoe	84.3	78.3	64.3

Source: Impact Sciences, March 2022. See Appendix 3.9 for equipment noise data sheets and assumptions.

As shown in **Table 3.9-7**, construction activity would generate noise levels up to an estimated 85.7 dB(A) Leq at 50 feet from a noise-sensitive receptor. As such, temporary construction noise would exceed existing ambient noise levels measured throughout the Plan Area, which were measured between 56.1 and 74.9 dB(A) Leq (see **Table 3.9-2**). These estimates are conservative because they assume no attenuation of noise by intervening structures and assume construction activity adjacent to sensitive receptors. Compliance with Section 7.12-22 of the CMC would restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction noise levels to the maximum extent feasible (see Mitigation Measure NOI-1). Nevertheless, as temporary construction noise would exceed existing ambient noise levels measured throughout the Plan Area, this is impact is considered significant and unavoidable.

Mitigation Measures

NOI-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible:

- Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed

engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

- Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

- Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.

- Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

- Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.

- Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

- Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

NOI-2: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

- Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the

demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed ambient noise levels at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.

Operational Noise

Traffic Noise

The Specific Plan would increase the number of vehicle trips within the Plan Area which would increase traffic noise on roadways in the vicinity. To determine whether the Specific Plan would create traffic noise resulting in a significant noise increase, existing and potential future noise levels were modeled using the FHWA Traffic Noise Model based on the Specific Plan traffic analysis (see Appendix 3.12).

Roadway noise impacts were assessed on primary roadway segments within the Plan Area. The noise increases between the Existing, Future Without Plan, and Future With Plan scenarios are shown in **Table 3.9-8**, **Specific Plan Traffic Noise**.

Table 3.9-8
Specific Plan Traffic Noise

Roadway	Roadway Segment	dBA CNEL				
		Existing [1]	Future Without Plan [2]	Future With Plan [3]	Plan Net Increase [3] - [2]	Cumulative Net Increase [3] - [1]
Rosecrans Ave.	West of Willowbrook Ave.	70.2	70.5	70.6	0.1	0.4
	Between Willowbrook Ave. &	70.8	71.1	71.4	0.3	0.6
	Between Alameda St. & Santa Fe Ave.	70.1	70.4	70.5	0.1	0.4
Elm St.	Between Alameda St. & Santa Fe Ave.	59.4	59.6	61.9	2.3	2.5
Palmer St.	Between Alameda St. & Santa Fe Ave.	58.9	59.2	58.1	-1.1	-0.8
Compton Blvd.	Between Mathisen Ave. & Acacia Ave.	67.8	68.1	68.0	-0.1	0.2
	Between Acacia Ave. & Willowbrook	67.8	68.1	67.5	-0.6	-0.3

Roadway	Roadway Segment	dBA CNEL				
		Existing [1]	Future Without Plan [2]	Future With Plan [3]	Plan Net Increase [3] - [2]	Cumulative Net Increase [3] - [1]
	Between Willowbrook Ave. &	67.2	67.5	66.1	-1.4	-1.1
	Between Alameda St. & Santa Fe Ave.	67.5	67.8	67.1	-0.7	-0.4
Myrrh St.	Between Willowbrook Ave. &	61.1	61.4	60.8	-0.6	-0.3
Acacia Ave.	Between Compton Blvd. & Myrrh St.	59.4	59.7	60.1	0.4	0.7
Willowbrook Ave. (west)	Between Rosecrans Ave. & Compton	61.9	62.2	63.5	1.3	1.6
	Between Compton Blvd. & Myrrh St.	61.3	61.5	64.2	2.7	2.9
Willowbrook Ave. (east)	South of Rosecrans Ave.	57.8	58.1	63.4	5.3	5.6
	Between Compton Blvd. & Myrrh St.	57.3	57.6	60.5	2.9	3.2
Alameda St. (west)	Between Rosecrans Ave. & Compton	66.0	66.3	66.4	0.1	0.4
	Between Compton Blvd. & Myrrh St.	65.5	65.8	65.8	0.0	0.3
Alameda St. (east)	Between Rosecrans Ave. & Compton	60.7	61.0	n/a[1]	n/a	n/a
	Between Compton Blvd. & Myrrh St.	60.9	61.2	60.8	-0.4	-0.1
Santa Fe Ave.	Between Rosecrans Ave. & Compton	68.8	69.1	69.4	0.3	0.6

[1] The Specific Plan's preferred alternative for Alameda St. (east) would close the roadway and convert into a greenway, with a paved path for pedestrians and cyclists.

Source: Impact Sciences, March 2022. See Appendix 3.9.

Traffic data: Traffic information provided by Iteris. See Appendix 3.12 for traffic analysis.

As shown in **Table 3.9-8**, the Specific Plan would increase local traffic noise levels by a maximum of 5.3 dBA CNEL along Willowbrook Avenue (east), south of Rosecrans Avenue (i.e., Plan-level increase; see 'Cumulative Impacts' for a discussion on cumulative noise level increases). As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in **Table 3.9-5**, or any 5 dBA CNEL or more increase. Thus, the 5.3 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, would exceed the 5 dBA CNEL threshold and this impact is considered potentially significant. All other Plan-level noise increases along the studied roadway segments would not exceed 2.9 dBA CNEL, and these impacts would be less than significant.

With respect to the 5.3 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, it should be noted this programmatic analysis estimates future potential traffic noise under the 2040 horizon year buildout for the Specific Plan Area as whole, and noise level increases along certain roadway segments is anticipated. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated roadway noise levels may be lower than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan

buildout, and individual projects would likely not exceed roadway noise thresholds. For example, many of the potential future development projects described in the Project Description would be small residential or mixed-use projects with less than 80 units, and these projects would not have the potential to exceed roadway noise thresholds. Nevertheless, as there are no feasible mitigation measures (see below) to reduce future traffic noise level increases along Willowbrook Avenue (east), this impact would be considered significant and unavoidable.

On-Site Noise

Operation of the Specific Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with mixed-use urban environments. Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dB(A) Leq at a reference distance of 15 feet from the source.[14] Noise-sensitive receivers would typically be located at least 50 feet from the nearest HVAC equipment, and noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source (i.e., 50 to 60 dB(A) Leq at 50 feet). As shown in **Table 3.9-2**, ambient noise levels in the Plan Area were measured between 56.1 and 74.9 dB(A) Leq. Based on estimated noise levels between 50 to 60 dB(A) Leq at 50 feet for HVAC equipment, noise levels from such equipment in the Plan Area would not exceed ambient noise levels by more than 5 dBA, as regulated per Section 7-12.11 of the CMC. Furthermore, HVAC units are traditionally rooftop-mounted and shielded from surrounding land uses, and roofs that block line-of-sight to sensitive receivers would further attenuate any noise impacts. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Other operational noise sources associated with on-site vehicle circulation, including delivery trucks and trash-hauling trucks. The average noise level for a single idling truck is generally 70 dB(A) at a distance of 25 feet.[15] However, noise associated with commercial and trash-hauling trucks would be an intermittent and are also already a common occurrence in the Plan Area and surrounding environment due to existing residential, industrial and commercial uses that make up the developed urban area. Furthermore, Section 7-12.25 of the CMC prohibits the delivery to any commercial zone in the City between the hours of 11:00 P.M. and 6:00 A.M. that would produce or generate noise which can be heard at more than 50 feet from the source. Operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

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14 Illingworth & Rodkin. Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California. Available at: https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf

15 City of San Jose. 2014. Loading Dock Noise Study, prepared by Charles M. Salter Associates, Inc. Available at: https://www.sanjoseca.gov/home/showdocument?id=20339

Noise associated with future residential and open space development under the Specific Plan would generally consist of conversations, music, and light recreation. The Civic Center and Commercial Core are targeted for development which would potentially accommodate large gatherings and entertainment uses. However, any uses would be required to comply with Section 7-12.6 of the CMC which prohibits the use or operation of any radio receiving set, musical instruction, phonograph, television set or similar devices between the hours of 10:00 P.M. and 7:00 A.M. in a manner that exceeds the ambient noise level at the property line of any property (or, if a condominium or apartment, within any adjoining apartment) by more than 5 dB(A). In addition, Section 7-12.28 of the CMC prohibits noise emanating from or attributable to a party or gathering that is audible from a distance of at least 50 feet or more from the property line of a property where the party or gathering is taking place. These CMC regulations would apply to all noise from music or large gatherings, including concerts, that could occur in Specific Plan development areas such as the Civic Center and Commercial Core. Operational noise impacts associated with residential, open space, and cultural uses in the Plan Area would be less than significant.

Mitigation Measures

There are no feasible mitigation measures to directly reduce future traffic noise levels along Willowbrook Avenue (east), south of Rosecrans Avenue. As these noise levels would occur along a public right-of-way, mitigation such as sound barriers or other attenuation techniques are not feasible given the physical setting constraints. It should be noted that because these noise level increases are due to the maximum traffic increases associated with full programmatic buildout of the Specific Plan, forecasted traffic noise levels may be conservatively overstated herein. Additionally, the Specific Plan's Transportation Demand Management (TDM) program includes several motor vehicle trip reduction strategies that would serve to reduce traffic noise level increases to the maximum extent feasible. See Section 3.12, Transportation, for a complete discussion of the Specific Plan's TDM.

Land Use Compatibility

While agencies subject to CEQA are not required to analyze or mitigate the impact of existing environmental conditions on a project's future users or residents, the following discussion associated with the placement of future residences within the Plan Area is included for informational purposes. **Table 3.9-8** indicates existing and future noise levels in the Plan Area could reach 70.8 and 71.1 dBA CNEL, respectively. As such, future residences with the Plan Area could experience exterior noise levels that are considered incompatible unless design measures are identified to reduce interior noise levels to acceptable levels. With respect to acceptable interior noise levels, consistent with State and City standards, all habitable spaces associated with the Specific Plan would be required to provide indoor noise levels of 45 dBA CNEL or less. Exterior-to-interior noise reduction of newer residential buildings

can reach more than 30 dBA depending on the type of building materials and methods used. This is based in part on mandatory compliance with CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation, improving exterior-to-interior noise reductions. As exterior noise levels in the Plan Area could reach up to 71.1 dBA CNEL, exterior-to-interior noise reductions from current construction standards could reduce interior noise levels to approximately 41.1 dBA CNEL, ensuring the Specific Plan is consistent with interior noise level standards. Additionally, during case-by-case review of individual development applications, the City may request project applicants to provide additional project-specific information to demonstrate proposed residences would meet the required interior 45 dBA CNEL standard.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels.

Significant and Unavoidable Impact.

Construction activities in the Plan Area would intermittently generate vibration in and near the Plan Area when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, and caisson drills to install shoring. **Table 3.9-9, Vibration Source Levels for Construction Equipment**, identifies vibration velocity levels at various distances from the source.

Table 3.9-9
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.

With respect to human annoyance, the FTA thresholds are 80 VdB at residences and buildings where people normally sleep and 83 VdB at institutional buildings such as schools or churches. With respect to building damage, the FTA guidelines consider 0.12 inch/sec PPV to be the significant impact level for buildings extremely susceptible to vibration damage, 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings, 0.3 inch/sec PPV to be the significant impact level for

engineered concrete and masonry, and 0.5 inch/sec PPV to be the significant impact level for reinforced-concrete, steel or timber.

Based on **Table 3.9-9**, construction equipment could reach levels of 87 VdB at 25 feet away. As such, the 80 VdB residential annoyance threshold and 83 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity. However, it should be noted that vibration levels experienced would be temporary and intermittent. Furthermore, Section 7.12-22 of the CMC would restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. While vibration from construction vibration could be perceptible at sensitive receivers near construction sites during daytime hours, vibration would not disturb residences during sensitive nighttime hours of sleep. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction vibration levels to the maximum extent feasible (see Mitigation Measure NOI-1). Nevertheless, as temporary construction vibration would exceed human annoyance thresholds, this is impact is considered significant and unavoidable.

Based on **Table 3.9-9**, construction equipment would reach a maximum of 0.089 PPV (in/sec) at 25 feet. These vibration levels would not exceed the most conservative 0.12 inch/sec PPV threshold for buildings extremely susceptible to vibration damage. As such, for individual development projects under the Specific Plan located more than 25 feet from nearby buildings, construction vibration impacts with respect to building damage would be less than significant. However, as the exact location of future development projects, distances to nearby buildings, and the architectural integrities of nearby buildings are all unknown at this time, it is possible for individual development projects to generate construction vibration levels that could result in damage to adjacent buildings (i.e., within 25 feet). Therefore, for projects with adjacent buildings located within 25 feet, implementation of Mitigation Measure NOI-2 will ensure construction vibration impacts with respect to building damage would be less than significant.

Mitigation Measures

NOI-2 Prior to any grading or construction activity within 25 feet of an extremely fragile building (non-engineered timber and masonry) or potentially historical resource, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
- Use of rubber-tired equipment rather than metal-tracked equipment

- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected adjacent buildings. The survey letter shall provide a shoring design to protect the adjacent buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

Impact NOI-3 **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.**

Less Than Significant Impact.

The Plan Area is not in the vicinity of a private airstrip or airport land use plan. The nearest boundary of the Plan Area is approximately 0.5 mile northeast of the Compton/Woodley Airport. Compton/Woodley Airport does not include facilities for commercial aviation, rather this airport is used for general aviation (i.e., private transport and recreational flying). The Compton/Woodley Airport does not have an adopted airport land use plan; however, the airport is part of the Los Angeles County ALUP. The Plan Area would not be located within the airports' noise contours.[16] As such, the Specific Plan would not expose people residing or working in the Plan Area to excessive airport-related noise levels and this impact would be less than significant.

Mitigation Measures

No mitigation is required.

16 City of Compton. 2011. General Plan 2030 – Noise Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

3.9.6 CUMULATIVE IMPACTS

Construction

Construction activities associated with reasonably anticipated development projects from the Specific Plan may overlap for some time with construction activities for other development projects that are adjacent to, or within, the Plan Area. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction noise levels would typically become cumulative if two development sites were to have construction occurring within 500 feet of each other.

The Specific Plan, as well as other planned and pending projects, would be required to comply with the daytime construction hours permitted by Section 7.12-22 of the CMC. Therefore, construction noise and vibration would not disturb receptors during sensitive nighttime hours of sleep. However, larger, or more unusual projects could result in significant short-term increases in noise levels. These projects could combine together, or combine with smaller projects, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts identified for the Specific Plan could add to construction noise impacts associated with cumulative development, especially on the periphery of the Plan Area where receptors could be exposed to noise sources from within and outside the Plan Area. The impact of the Specific Plan is considered significant and unavoidable and therefore the incremental effect of the Specific Plan related to construction noise would be cumulatively considerable.

For a combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Specific Plan construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the City. However, individual development projects near the periphery of the Plan Area could potentially be constructed concurrently with other development adjacent to, but outside the Plan Area, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. Therefore, the significant and unavoidable construction vibration impacts from the Specific Plan could add to vibration impacts associated with cumulative development on the periphery of the Plan Area. The impact of the Specific Plan is considered significant and unavoidable and therefore the incremental effect of the Specific Plan on temporary vibration levels would be cumulatively considerable.

Operation

Stationary noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for stationary noise sources, the cumulative setting is development in the Plan Area

and areas immediately adjacent to the Plan Area. Future development in the City would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the City and any on-site activities would be required to comply with applicable provisions of the CMC. Sources of stationary noise are generally well-regulated. The potential for any individual site to include a source of stationary noise that would be significant is unlikely and would be speculative to address. Similarly, the potential for overlapping of such sources is unlikely and would also be speculative to address. Therefore, the incremental effect of the Specific Plan with respect to stationary noise sources would not be cumulatively considerable**.**

As shown in **Table 3.9-8**, cumulative traffic noise levels would increase by a maximum of 5.6 dBA CNEL along Willowbrook Avenue (east), south of Rosecrans Avenue and 3.2 dBA CNEL along Willowbrook Avenue (east), between Compton Boulevard and Myrrh Street. As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in **Table 3.9-5**, or any 5 dBA CNEL or more increase. Thus, the 5.6 dBA CNEL increase along Willowbrook Avenue (east), south of Rosecrans Avenue, would exceed the 5 dBA CNEL threshold and this impact is considered potentially significant. While there would be a 3.2 dBA CNEL increase along Willowbrook Avenue (east), between Compton Boulevard and Myrrh Street, the total noise level along this segment would be 60.5 dBA CNEL which is not considered "normally incompatible" or "clearly incompatible" for any sensitive land use. Thus, this cumulative noise level increase would be considered less than significant. All other cumulative noise increases along the studied roadway segments would not exceed 2.5 dBA CNEL, and these impacts would be less than significant. Nevertheless, as there are no feasible mitigation measures to reduce future traffic noise level increases along Willowbrook Avenue (east), the cumulative impact is significant and the incremental effect of the Specific Plan on exterior noise levels would be cumulatively considerable.

3.9.7 REFERENCES

California Air Pollution Control Officers Association (CAPCOA). 2021. California Emissions Estimator Model (CalEEMod) User's Guide Appendix D – Default Data Tables. Available at: http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12

California Department of Transportation, Technical Supplement to the Traffic Noise Analysis Protocol. September, 2013.

California Department of Transportation, Technical Supplement to the Traffic Noise Analysis Protocol. October, 1998.

City of Compton. 2011. General Plan 2030 – Noise Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

City of San Jose. 2014. Loading Dock Noise Study, prepared by Charles M. Salter Associates, Inc. Available at: https://www.sanjoseca.gov/home/showdocument?id=20339

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. September 2018.

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3.10 POPULATION AND HOUSING

INTRODUCTION

This section identifies the regulatory framework with respect to regulations that addresses population and housing and evaluates the significance of the potential changes that could result from implementation of the Specific Plan. In addition, to reduce impacts, mitigation measures are included when applicable. Sources of information used in this section include the City of Compton General Plan and the Housing Element contained therein. Information was also obtained from SCAG Local Profiles, City of Compton, the State of California Department of Finance (DOF) population and housing estimates, and US Census Bureau population and housing data.

3.10.1 ENVIRONMENTAL SETTING

3.10.1.1 Demographic Forecasts

Population, housing, and employment numbers for cities and counties are provided by three standard sources: the US Census Bureau, the California DOF, and SCAG. Since these three organizations use different methods of data collection and calculation, they do not always arrive at the exact same results. For purposes of this section, the term "households" refers to occupied dwelling units, as defined in the US Census. Therefore, household counts do not include all inhabitable dwelling units existing within the City.

The US Census Bureau decennial census occurs every 10 years in the years ending in zero to count the population and housing units in the entire United States. While its primary purpose is to provide the population counts that determine how seats in the US House of Representatives are apportioned, the census data forms the basis for which most demographic projections are calculated. The most recent census for which data is available was collected in 2020. The 2020 national census data, which was compiled using answers to surveys sent to all households within the United States, are provided for the nation, all states, and all counties, as well as each individual city. Additionally, the US Census conducts the American Community Survey annually, to provide updated data estimates between its decennial censuses.

The State of California DOF publishes population and housing estimates, updated yearly, for the state's counties and cities. The DOF estimates population growth based on census data and growth calculations.

SCAG has adopted population, dwelling unit, household, and employment forecasts for the Los Angeles region. The Los Angeles region includes all the cities and unincorporated areas in Ventura County. These growth forecasts, which are based on US Census data, were developed by SCAG staff with input from the planning staffs of the County and each pertinent city and are used for regional planning efforts such as the Regional Transportation Plan (RTP). Growth forecasts are provided for the total region, each growth and

non-growth area within the County, and each city within the region. Growth areas within Los Angeles County are defined as geographic subareas where urban development has already taken place or is expected to take place, while nongrowth areas are defined as where urban development is not expected to occur.

In 2008, SCAG initiated the Local Profiles project as a part of a larger initiative to provide a variety of new services to its member cities and counties. Through extensive input from member jurisdictions, the inaugural Local Profiles Reports were released at the SCAG General Assembly in May 2009. The Local Profiles have since been updated every two years.

The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information about each member jurisdiction including, but not limited to, the following:

- Population growth since 2000
- Population growth relative to Los Angeles County
- Homeownership rates
- Employment information

3.10.1.2 Population

According to the US Census, the County of Los Angeles' population increased from 9,818,605 persons in 2010 to 10,014,009 persons in 2020.[1] This represents a 1.99 percent increase in County population from 2010 to 2020. Conversely, according to the US Census, the City of Compton's population decreased from 96,455 persons in 2010 to 95,740 persons in 2020.[2] This represents a 0.74 percent decrease in City population from 2010 to 2020. **Table 3.10-1** shows Compton's and the County's population in 2000, 2010, and 2020.

1 US Census Bureau. *Los Angeles County Population Data.* Available online at: https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&tid=DECENNIALPL2020.P1, accessed February 2, 2022.

2 US Census Bureau. *City of Compton Population Data.* Available online at: https://data.census.gov/cedsci/table?q=compton%20california&tid=DECENNIALPL2020.P1, accessed November 30, 2021

Table 3.10-1
Population Growth Trends

Jurisdiction	2000	2010	2020	Percent Change 2000-2020
Compton	93,373	96,455	95,740	2.5%
Los Angeles County	9,519,315	9,818,605	10,014,009	5.2%

Source: US Census Bureau. City of Compton Population Data. Available online at: https://data.census.gov/cedsci/table?q=compton%20california&tid=DECENNIALPL2020.P1
US Census Bureau. Los Angeles County Population Data. Available online at: https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&tid=DECENNIALPL2020.P1, accessed February 2, 2022.

The Plan area is comprised of the approximately ½ mile surrounding the Metro Compton Station. The area contains a mix of civic, commercial, and residential uses. The estimated 2021 population within the City is approximately 100,534, and 12,323 persons within the Plan area.[3]

3.10.1.3 Housing

The City of Compton 2014-2021 Housing Element provides an inventory of the existing housing stock in the City, based on this inventory more than 95 percent of the units in the City were built prior to 2000.[4] More than 50 percent of the City's housing stock was built between 1940 and 1959. According to a survey in 2011, the City estimates that 45 percent of the City's housing stock requires substantial rehabilitation.[5] Since 2011, 454 units have added to the City's housing stock, and 158 of those units were for low-income seniors.[6]

There are a total of 23,309 housing units in the City of Compton. The housing stock consists of approximately 79 percent single-family units (69 percent detached and 10 percent attached), 20 percent are multi-family units, and three percent is mobile homes.[7]

3 The growth forecasts used in this analysis are based on the Compton Station Specific Plan Existing Conditions Report. The 2020 numbers presented in the report have been projected linearly to determine existing 2021 conditions.

4 City of Compton, *Housing Element of the General Plan*. Available online at: http://www.comptoncity.org/documents/Compton%20Housing%20Element_09-3-19.pdf, accessed November 30, 2021.

5 Ibid.

6 Ibid.

7 California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark.* Accessible online at: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed November 30, 2021.

As discussed above, the Plan area includes a mix of uses around the Compton Metro station. Within the Plan Area there are estimated to be approximately 3,566 households, representing slightly more than 10 percent of the total households in the City.

Table 3.10-2
Housing for the City of Compton and County of Los Angeles (2021)

	City of Compton[1]	Compton Station TOD Plan Area
Housing Units	23,309	3,566[2]
Persons per Household	4.22	4.39[1]

Source:
*[1] Compton Station Specific Plan Existing Conditions Report, 2020.**
[2] Compton Station TOD Specific Plan
** Existing 2021 conditions for the Plan area are estimated based on 2020 conditions.*

The City's population makes up about 0.97 percent of the countywide population and the City's housing units make up approximately 0.68 percent of the County's total housing units. The average number of persons per household in Compton in 2021 is 4.22. In the Plan area, the persons per households is 4.39. This is approximately 50 percent higher than the countywide average of 2.92 persons per household.[8]

3.10.1.4 Growth Forecast

The State of California requires that cities plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of anticipated regional growth. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts, such as the RTP/SCS. In preparing the RTP/SCS, SCAG prepares population, housing, and employment projections in consultation with jurisdictions in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. These growth forecasts provide a good basis from which reasonable determinations can be made about planned growth for both the local (i.e., city and county level) and the regional level.

8 Ibid.

Table 3.10-3, 2021-2040 City of Compton and Compton Station TOD Plan Area Population, Housing, and Jobs Forecast without Specific Plan Implementation, summarizes the City of Compton's population, household, and employment current growth forecast for the City of Compton based on existing conditions without implementation of the Specific Plan. As shown in **Table 3.10-3**, the City of Compton's population is expected to increase from 100,534 in 2021 to 102,566 in 2040, an increase of 2,032 residents, or approximately 2.0 percent, over the planning period. The number of households in the City of Compton is expected to increase from 23,359 households in 2021 to 24,341 in 2040, an increase of 982, or approximately 4.2 percent, over the planning period without implementation of the Specific Plan. The Compton Station TOD Plan Area population is projected to increase 2.5 percent to 12,628 persons in 2040, and the number of households in the Plan Area is expected to increase 4.1 percent to 2,924 households.

Table 3.10-3
2021-2040 City of Compton and Compton Station TOD Plan Area
Population, Housing, and Jobs Projections without Specific Plan Implementation

	2021		2040		2021-2040 Growth	
	City of Compton[1]	Plan Area[2]	City of Compton[1]	Plan Area	City of Compton	Plan Area
Population	100,534	12,323	102,566	12,628	2.0% (2,032)	2.5% (305)
Households	23,359	3,566	24,341	2,924	4.2% (982)	4.1% (116)
Employment	28,876	3,953	29,924	4,057	3.6% (1,048)	2.6% (104)

Source:
*[1] Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579 **
*[2] Compton Station Specific Plan Existing Conditions Report, 2020.***
** SCAG population projection has been projected linearly to determine 2021 and 2040 conditions*
*** Existing conditions have been projected linearly to determine 2021 and 2040 conditions*

3.10.1.5 Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a requirement of State housing law and is a process that determines projected and existing housing need for all jurisdictions (city or unincorporated county) in California. The process to determine a RHNA allocation is conducted by a council of governments, such as SCAG, every eight (8) years. Every jurisdiction must plan for its RHNA allocation in its housing element of its General Plan by ensuring there is enough sites and zoning to accommodate their RHNA allocation. Many jurisdictions use the housing element as an opportunity to complement their economic development, open space, and sustainability goals with its housing goals. Once updated, housing elements are reviewed

by the California Department of Housing and Community Development (HCD) and must be adopted by the jurisdiction.

The most recent RHNA allocation for the SCAG region, or the 6th cycle RHNA was adopted in March 2021 and covers the housing element planning period October 2021 to October 2029. The RHNA Allocation Plan projects the need for an additional 1,004 residential units within the City of Compton by 2029. The breakdown of the 2021 unit allocation by income level is shown in **Table 3.10-4**.

Table 3.10-4
City of Compton 2021-2029 Regional Housing Needs Assessment Allocation

Total	Very-low Income	Low Income	Moderate Income	Above-moderate Income
1,004	235	121	131	517

Source: SCAG 6th Cycle RHNA Allocation

3.10.2 REGULATORY FRAMEWORK

3.10.2.1 Federal Regulations

Federal Uniform Act (URA) (1970)

The Federal Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies Act; 42 U.S. Code [USC] 61), passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

Department of Housing and Urban Development Act

The Department of Housing and Urban Development Act created the U.S. Department of Housing and Urban Development (HUD) as a Cabinet-level agency. HUD is responsible for national policy and programs that address housing needs in the U.S. HUD is responsible for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.

Fixing America's Surface Transportation Act (FAST)

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

Federal planning regulations, Title 23 CFR 450.322(e)

This federal regulation requires that in development of the regional transportation plan that the MPO validate data utilized in preparing other existing modal plans (such as transit providers long range plans) for providing input to the regional transportation plan. In updating the plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

3.10.2.2 State

1969 California Housing Element Law

The California Housing Element Law (California Government Code §65300) requires SCAG and other regional councils of government in California to determine the existing and projected regional housing needs for persons at all income levels. According to California Government Code §65300, each governing body of a local government in California is required to adopt a comprehensive, long-term general plan for the physical development of the city, city and county, or county. The California Housing Element Law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community as part of the housing element, one of the seven mandated elements of the local general plan. The California Housing Element Law is implemented by the California Department of Housing and Community Development (HCD), which is responsible for reviewing local governments' housing elements for compliance with state law and providing written comments to the local governments. Using the information provided by local governments in its Housing Element, the HCD determines the regional housing need for each county and allocates funding to meet this need to the council of governments for distribution to its jurisdictions. The HCD also oversees distribution of funding related to the regional housing need by the council of governments to the local governments to

ensure that funds are appropriately allocated. The requirements for the Housing Element are delineated in California Government Code Section 65580–65589.9.

SB 375- The Sustainable Communities and Climate Protection Act of 2008

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32). SB 375 requires California Metropolitan Planning Organizations to develop a Sustainable Communities Strategy (SCS) as part of the RTP, with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. In application, the SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding resources areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC. § 7401 *et seq.*) (Gov. Code, § 65080, subd. (b)(F)(2)(B)), of which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG from automobiles and light duty trucks to achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the GHG emission targets set by ARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the regional housing needs allocation (RHNA) and regional transportation plan processes every eight years (the next RHNA update, the 6th cycle, will occur after the 2022 RTP). The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of 1.5 percent (previously 3 percent) of the regional population forecast completed by the Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than 1.5

percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan, to encourage closer coordination between the housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a five-year schedule of to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.

Regional Housing Needs Assessment

As discussed above in the discussion of SB 375, State law requires preparation of a Regional Housing Needs Assessment (RHNA) allocation plan every eight years. The RHNA is a key tool for the Southern California Association of Governments (SCAG) and its member governments to plan for this growth. The RHNA quantifies the regional need for housing that is allocated to each jurisdiction for a certain planning period (the current forecast extends through 2029). Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.

This region's RHNA allocation plan is developed every eight years by SCAG after preparation of the RTP, as mandated by state law, to coincide with the region's schedule for preparing Housing Elements. It consists of two measurements of housing need: (1) existing need and (2) future need for very-low income, low-income, moderate, and above-moderate income categories.

The existing need assessment is based on data from the most recent US Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors household growth, vacancy need and replacement need form the "construction need" assigned to each community.

Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

California Department of Housing and Community Development

State Housing Law (Government Code Section 65580) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every eight years and determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the SCS.

Senate Bill No. 2

SB 2 (Chapter 633, Statutes of 2007) strengthens state housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing, or supportive housing development, by limiting the instances in which local governments can deny such developments.

California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation

Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

Zenovich–Moscone–Chacon Housing and Home Finance Act of 1975

In response to state population and household growth, and to ensure the availability of affordable housing for all income groups, the State Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for all jurisdictions in California.

Senate Bill 535: California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (GGRF)

SB 535 was signed into law by Governor Brown on September 30, 2012. This bill sets aside cap and trade revenues to mitigate climate change in disadvantaged communities. The California EPA is the responsible agency for identifying disadvantaged communities for potential investment. The California Department of Finance must allocate 25 percent of the available moneys in the GGRF to projects that benefit disadvantaged communities and a minimum of 10 percent to projects located within disadvantaged communities.

Homeowners and Private Property Protection Act

In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences but cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

3.10.2.3 Local and Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG is an association of local governmentsand agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans,

including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans (SCAG 2018).

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. SCAG adopted its current RTP/SCS in September 2020.

City of Compton General Plan

General plans can be described as a city or county's "blueprint" for future development. It represents the community's view of its future; a constitution made up of the goals and policies upon which the city council, board of supervisors, or planning commission will base their land use decisions. To illustrate its importance, all subdivisions, public works projects, and zoning decisions (except in charter cities) must be consistent with the general plan. If inconsistent, they must not be approved.

The General Plan is a policy document with planned land use maps and related information that are designed to give long-range guidance to City officials making decisions affecting the growth and resources of Compton. This document helps to ensure that day-to-day decisions are in conformance with the long-range program designed to protect and further the public interest related to the City of Compton's growth and development. The General Plan also serves as a guide to the private sector of the economy in relating its development initiatives to the public plans, objectives, and policies of the City.

The document was last updated in 1990, during a time when the City's crime and poverty were at historic highs. Therefore, the focus of the Plan was on stabilization and revitalization. Key objectives include ensuring that residents from all income levels have access to decent, affordable housing, and provide residents with ready access to housing, employment, and commercial services.

Goals and policies from the City of Compton's General Plan 2030 that relate to the Compton TOD Specific Plan include:

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

Policy 1.2. Adopt redevelopment plans for the City's commercial and industrial areas; limit the use of eminent domain in carrying out redevelopment programs.

Policy 1.4. Establish an implement a comprehensive economic development strategy which works in concert with redevelopment, housing, and land use goals

Policy 1.6. Promote quality design in new development projects

Policy 1.8. Use specific plans and similar planning approaches to focus revitalization efforts on target neighborhoods.

Land Use Goal 2. Maintain a balanced and diversified distribution of land use in Compton

Policy 2.1. Provide increased market rate housing opportunities.

Policy 2.2. Provide incentives to attract retail commercial businesses which serve both the local and regional markets.

Policy 2.3. Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.

Land Use Goal 3. Provide a wide range of business opportunities and establish a strong commercial and industrial base

Policy 3.2. In efforts to attract new businesses, emphasize Compton's accessibility via passenger rail, freeways, and arterial highways.

Policy 3.3. Recognize the important role that small, local businesses play in the local economy through their provision of jobs, as a source of sales tax revenue, and by providing a sense of identity to the City.

Land Use Goal 4. Provide infrastructure systems and public services that adequately meet the demands created by land use policy.

Policy 4.1. Limit development of new Medium and High Density Residential projects to those areas where water, sewer, and street systems can support more dense development. Require systems to be upgraded as necessary to support higher residential densities.

Policy 4.2. Income necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization

Policy 4.3. Involve the Fire and Police Departments in the review of development proposals to ensure that these agencies' needs and concerns are accounted for in project design.

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.

Policy 4.3. The City of Compton will encourage the application of high quality urban design standards to create safe, attractive, functional housing units and neighborhoods.

Policy 4.6. The City of Compton will identify the best possible locations and development standards for residential development and encourage a high quality environment for family life.

Conservation/Open Space Element

Policy 1.2. Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3. Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.

City of Compton 2014-2021 Housing Element

City of Compton 2014-2013 Housing Element details plans and programs for the rehabilitation and maintenance of existing housing in the City and the development of new housing to accommodate future demand. The County's Housing Element goals include:

- **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.

- **Goal 2:** The City of Compton will promote affordable housing and shelter for all economic segments of the community.

- **Goal 3:** The City of Compton will support and provide incentives for the maintenance and rehabilitation of the existing housing stock.

- **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.

- **Goal 5:** The City of Compton will promote equal access and opportunity to housing regardless of race, religion, sex, marital status, ancestry, national origin, or color.

3.10.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the unplanned changes in population and housing, if any of the following would occur:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.10.4 METHODOLOGY

The analysis assesses the potential impacts to population, housing, and employment resources that could result from implementation of the Compton TOD Specific Plan.

Impacts are assessed from both proposed land use and proposed transportation changes. To calculate the potential population growth that would occur under the Specific Plan, this analysis considers the anticipated number of new units that would be constructed and the number of people that could

potentially reside in these units based on the average vacancy rate and household size inthe City and Plan Area. Vacancy rates and household sizes can vary based on economic conditions and other factors. The number of vacant units and household sizes used in this analysis are provided in **Table 3.10-2.**

3.10.5 ENVIRONMENTAL IMPACTS

Impact POP-1 **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)**

Less than Significant Impact.

It is conservatively anticipated that the implementation of the Specific Plan would result in an addition of 2,178 housing units, including 1,444 market rate units, and 734 affordable units, along with an increase in 148,000 sf of nonresidential square footage. The proposed addition of 2,178 residential dwellings would increase the number of residents in Compton.

Population and Housing

Implementation of the Plan would result in a pattern of land use that directs future growth in an already urbanized area where growth can be supported by existing transportation infrastructure and where different types of land uses can be intermingled to reduce the length and incidence of vehicle trips, in line with state mandates to achieve sustainability targets. The intermingling or co-locating of different types of land uses reduces the length and incidence of vehicle trips by allowing people to trip chain, grouping two or more trip purposes into one single trip. By locating housing and jobs together, in the area surrounding the Metro A Line station, VMT reductions and its associated benefits (i.e., GHG reductions) can be better achieved.

The Specific Plan would introduce mixed-use residential and commercial development that would be concentrated in the Civic Center, Commercial Core, and Historical Core. The addition of 2,178 housing units will increase the housing stock by 9.3 percent and 61 percent in the City of Compton and Plan Area, respectively. The residential units are conservatively expected to exhibit the characteristics of average Plan Area households, which are 96.6 percent occupied[9] with about 4.39 persons per household (see **Table 3.10-2**).10 Based on these characteristics, the Specific Plan would add

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9 The Compton Station Existing Conditions report estimated that the housing vacancy rate will be 3.4 percent by the end of 2023. See: The City of Compton. Compton Station Specific Plan Existing Conditions Report. 2020.

10 US Census Bureau. *Compton City, California Profile.* 2019. Available online at: https://data.census.gov/cedsci/profile?g=1600000US0615044, accessed February 2, 2022.

approximately 9,236 residents to the Plan Area, the City of Compton, and County of Los Angeles, resulting in an increase of 75 percent, 9.1 percent and 0.09 percent, respectively, of the total populations. **Table 3.10-5** shows details on how the Project would increase housing and population in the City and County.

Table 3.10-5
Population and Housing Increase Associated with Specific Plan

	Compton TOD Plan Area[1]	City of Compton[2]	Los Angeles County[3]
Population			
Existing (2021)	12,323	100,534	10,014,009
Proposed (2040)	9,236	9,236	9,236
New Total	21,559	109,770	10,023,245
Percent Increase	75%	9.1%	0.09%
Housing			
Existing (2021)	3,566[4]	23,359	3,641,809
Proposed (2040)	2,178	2,178	2,178
New Total	5,744	25,537	3,643,987
Percent Increase	61%	9.3%	0.06%

Source:
*[1] Compton Station Specific Plan Existing Conditions Report, 2020 *****
*[2] Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579***
[3] US Census
[4] Compton Station TOD Specific Plan. 2022.
** Existing conditions have been projected linearly to determine 2021 and 2040 conditions*
*** SCAG population projection has been projected linearly to determine 2021 and 2040 conditions*

The Specific Plan would exceed the population and housing projecting over the next 20 years. However, this is considered insignificant because the growth within the Plan area would only represent 0.09 percent of the County's incremental population growth. As discussed in **Section 3.13 Utilities and Service Systems** and **Section 3.11 Public Services**, the Plan would not increase the need for additional housing, commercial, or public services beyond what is proposed for the Specific Plan.

While the Specific Plan would create a substantial amount of population growth, the Plan would be consistent with the applicable goals and polices of the Housing Element,which aim to provide a variety of types and an adequate supply of housing to meet the existing andfuture needs of City residents. In addition, the Specific Plan would accommodate the RHNA by permitting multi-family projects in mixed-use commercial- and residential-buildings. The RHNA for the City is 1,004 affordable units as shown in

Table 3.10-4, City of Compton 2021-2029 Regional Housing Needs Assessment Allocation, and the Specific Plan includes 734 units of affordable housing which would further assist the City in meeting this goal. The Specific Plan would promote the future development of affordable housing units as developments in the area would be eligible for density bonus, transit-oriented, and other development incentives that reward the creation of affordable units. The Specific Plan would promote the creation of residential units of all levels of affordability to accommodate the various needs of residents.

The TOD approach to concentrating new development near transit is consistent with State policy aimed at meeting housing needs while reducing vehicle trips and improving air quality. As a result, the Plan would better accommodate projected population and housing demand with the proposed land use and zoning changes in place. Although it is possible that the expected population growth in the Plan area would exceed the SCAG forecasts for this area, the Plan would not induce significant population growth in the City or the County, and would serve to accommodate projected citywide and countywide growth in a more intentional and sustainable manner in accordance with the policies of SB 375 and Connect SoCal. Therefore, the Plan would not induce substantial unplanned population growth in an area, and impacts would be ***less than significant***.

Employment

Table 3.10-6 shows the estimated employment upon implementation of the Specific Plan. Development under the Specific Plan is expected to include a mix of commercial and office uses, as well as a 150-room hotel, totaling approximately 148,000 square feet of net new non-residential uses. SCAG's growth forecast assumes an increase of 2,600 jobs for the City by 2045.

The Specific Plan would facilitate 97,000 square feet of net new office space, and a 150-room hotel totaling 90,000 square feet. While there will be a loss of 32 retail jobs associated with the redevelopment of some large format retail to other uses, there would be an increase of 159 office jobs in the Plan area, and the new hotel would create approximately 45 jobs, resulting in a net gain of 172 jobs through 2040. Additionally, the proximity of housing to commercial and industrial centers would encourage complete neighborhoods where jobs and services are close to where people live.

Table 3.10-6
Estimated Onsite Employment Associated with the Specific Plan

Land Use	Build Out Square Footage	Square Feet per Employee[1]	Total New Employees
Retail	-39,000	1,200	-32
Hotel	90,000	1,982	45
Office	97,000	609	159
Total			**172**

[1]*Source: U.S. Energy Information Administration Table B2 Summary table: total and medians of floorspace, number of workers, and hours of operation, 2018. Available online at: https://www.eia.gov/consumption/commercial/data/2018/bc/html/b2.php*

The projected increase in jobs resulting under the Plan would support new employment opportunities but would not include employment-generating uses that would result in unanticipated or unplanned for growth in population. The Plan directs growth to an area identified by SCAG as High Quality Transit Areas (HQTA). Therefore, the Plan is consistent with the RTP/SCS assumptions that the majority of new housing and commercial development in the region will occur within a half mile of well-serviced transit stops. Job growth in the area will be within a half mile of the Metro A Line station. The proximity of these jobs to transit will result in fewer vehicle trips as commuters travel to and from home to work daily. It is generally more sustainable and desirable for jobs and housing to be concentrated in areas well-served by transit, assuming jobs wages, housing costs, and location are balanced, allowing people to live closer to their jobs.

Growth Forecast

The 9,236 new residents associated with Specific Plan would exceed SCAG's growth forecast for the area and the 2,178 housing units would exceed the projected housing growth for the City, but this growth would represent a marginal amount of growth within the County over the planning period, and would not increase the need for additional housing and infrastructure beyond what is proposed within the Specific Plan. Additionally, this growth would be in line with SCAG's policies and the City's housing and land use elements goals and policies, which aim to achieve and maintain a high degree of quality and safety in the City's housing stock, and to provide a variety of housing types. Further, the low-income units generated by the Specific Plan would assist the City in meeting its 2021-2029 RHNA allocation (see **Table 3.10-4)**. The Specific Plan would encourage medium- and high-density development adjacent to the Metro A Line Compton Station, thereby locating residents and job opportunities near light-rail transportation. In addition, the Specific Plan would provide the framework for developing new recreational resources,

including new open spaces and parks, new pedestrian and bicycle trails and amenities, and the revitalization of public plazas.

The SCAG Connect SoCal RTP/SCS provides the framework for growth in the region. In accordance with this regional plan, the Specific Plan would promote transit- oriented development in the Plan Area by including housing and employment opportunities within ahalf-mile radius of the Compton Metro Blue Line station. The proposed Specific Plan would concentrate development in these opportunity sites, along the Blue Line, and between the surrounding public and commercial areas. The Specific Plan would also promote new and improved bicycle infrastructure, new pedestrian connections throughout the Plan Area, and complete streets to serve the development of new, multi-family housing units. This type of development is encouraged in the goals and land use policies of SCAG's Connect SoCal RTP/SCS and incorporates all five of the land use strategies discussed in the RTP/SCS. As such, development anticipated in the Plan Area is in line with the goals and policies of SCAG's Connect SoCal RTP/SCS.

In summary, population, housing and employment generation associated with the proposed Specific Plan exceeds the growth forecasts for the City of Compton. However, implementation of the Specific Plan would help the SCAG region and City achieve its goals relating to growth, housing, and employment as the project would encourage sustainable development and transit-oriented design. The Plan is also in line with State policies for housing, economic development, air quality, and sustainability, as well as other adopted housing growth policies. Lastly, the population, housing and employment growth under the Specific Plan would be in line with the goals and policies of the City's Housing Element, as described above. For these reasons impacts to population, housing and employment growth would be less than significant.

Mitigation Measures

No mitigation is required.

Impact POP-2 **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

Less than significant.

A primary objective of the Specific Plan is to facilitate the addition of a variety of housing types that would be compatible with existing residential conditions in the City. The Specific Plan proposes no demolition or changes to the existing residential housing stock in the Plan Area. Instead, the SpecificPlan would permit up to 2,178 units of high-density, infill, mixed-use development in existing non- residential areas. Additionally, the Specific Plan emphasizes the preservation of existing low-density neighborhoods and

their character, and no changes are proposed for the single-family residential areas or multi-family residential areas east of Rose Avenue to North Matthisen Avenue.

The exact location and size of future residential development is unknown at this time, but future growth would be concentrated within the half-mile radius around the Compton Metro A Line Station. The Plan aims to add to the inventory of housing stock. However, in limited instances, the Plan could potentially cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated or expanded. This can be the case if individual property owners choose to demolish an existing residential building and redevelop to a more intense or dense development than existing currently. For example, an owner could decide to demolish an existing single-family house and build a four-plex on a parcel that allows for low-density multi-family residential housing.

Concerns about indirect displacement of people have been raised citywide. The rising cost of housing is currently a concern throughout the City, reflective of the shortage of housing in the region as a whole. As population growth continues to outpace the production of housing units, the existing supply of housing is in higher demand which leads to higher rents/prices. Many renters are experiencing financial strain as average rents rise, and would-be homeowners watch as neighborhoods where home prices may have once been within their reach grow prohibitively expensive. This occurrence may result in displacement of renters and may result in the need for people that live in the Plan area to move outside the area or potentially outside of the City. But there is no substantial evidence that there is a reasonable method to predict how many people may potentially be displaced over the Plan horizon. Additionally, there is no industry standard methodology available to forecast transportation, air, noise, or other impacts associated with people who have moved out of the CPA. The Specific Plan includes several policies to ensure that affordable housing will be provided to allow current residents to stay in the neighborhood, and identifies several opportunity sites for the development of more housing to combat displacement. In addition, The State of California has recently passed several state laws to address the housing crisis. Recent state laws such as AB 1482, also set forth requirements for landlords to have a "just cause" in order to terminate a tenancy and limits to annual rent increases.11

In conclusion, impacts related to displacement would be ***less than significant***, as the adoption of the Plan would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of replacement housing elsewhere. No specific residential units, affordable or market rate, are proposed to be demolished or removed through other means as part of the Plan. The Plan may cause a temporary reduction in housing stock as new buildings

11 City of Los Angeles, Housing Department. AB 1482 – State Rent Control. Available at: https://housing.lacity.org/residents/ab-1482.

are built in place of older ones or as existing buildings are renovated. Indirect displacement is occurring in the City due to market forces and indirect displacement would not be solely caused by implementation of the Proposed Plan. Therefore, it is not expected that the Plan would displace substantial number of people necessitating the construction of replacement housing elsewhere. Additionally, any impact resulting from displacement if it occurs would be speculative. This impact is ***less than significant.***

Less than Significant Impact.

Mitigation Measures

No mitigation is required.

3.10.6 CUMULATIVE IMPACTS

As discussed in Section 2, *Project Description*, the Specific Plan would accommodate up to 2,178 multi-family residential units, a net reduction in 39,000 square feet of new retail space, 97,000 square feet of new office space, and a 90,000 square feet, 150-room hotel. In addition to the development capacity of the Proposed Specific Plan, the City of Compton is developing a TOD Specific Plan surrounding the Artesia A Line Station, which includes the Art-Com mixed-use development and the Crystal Casino redevelopment. The Artesia TOD Specific Plan will add 989 units of housing, 36,988 square feet of retail space, 52,447 square feet of office space, and 73,000 square feet of other commercial space. This will result in a total addition of 3,167 units of housing, 149,447 square feet of office space, 73,000 square feet of other commercial space, a 150-room hotel, and a net loss of 2,012 square feet of retail to the City of Compton. Additionally, there are several developments in the pipeline in Specific Plan Area, including 501/601 E Compton Boulevard, which will contain 290 residential units, an Innovation Hub, and 7,000 square feet of retail uses at N Willow Avenue and Compton Boulevard.

While the Specific Plan and other proposed development would increase the intensity of population, housing, and employment growth in Compton beyond that envisioned in the Compton General Plan adopted in 1991 and Connect SoCal RTP/SCS, the development would be consistent with overall goals and policies of the General Plan, the 2014-2021 Housing Element, and the Connect SoCal RTP/SCS to focus growth and investment in transit-oriented communities. In addition, the growth in housing units would further the goals the Regional Housing Needs Assessment and support the significant housing needs of the Los Angeles region. Any future developments proposed within the Plan Area and the City would need to be reviewed on a case-by-case basis for compliance with the Specific Plan and the City's General Plan, Housing Element, SCAG Connect SoCal RTP/SCS, and any other relevant governing policies or plans.

Therefore, the project-specific impacts associated with land use consistency would be less than significant. Potential impacts would not be cumulatively considerable.

Mitigation Measures

No mitigation measures are required.

3.10.7 REFERENCES

California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. Accessible online at: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed November 30, 2021.

City of Compton, Housing Element of the General Plan. Available online at: http://www.comptoncity.org/documents/Compton%20Housing%20Element_09-3-19.pdf, accessed November 30, 2021.

City of Los Angeles, Housing Department. AB 1482 – State Rent Control. Available at: https://housing.lacity.org/residents/ab-1482.

The Compton Station Existing Conditions report estimated that the housing vacancy rate will be 3.4 percent by the end of 2023. See: The City of Compton. Compton Station Specific Plan Existing Conditions Report. 2020.

US Census Bureau. City of Compton Population Data. Available online at: https://data.census.gov/cedsci/table?q=compton%20california&tid=DECENNIALPL2020.P1, accessed November 30, 2021

US Census Bureau. Compton City, California Profile. 2019. Available online at: https://data.census.gov/cedsci/profile?g=1600000US0615044, accessed February 2, 2022.

US Census Bureau. Los Angeles County Population Data. Available online at: https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&tid=DECENNIALPL2020.P1, accessed February 2, 2022.

3.11 PUBLIC SERVICES AND RECREATION

INTRODUCTION

This section describes the existing public services within the City, identifies the regulatory framework with respect to regulations that addresses public resources, and evaluates the significance of the potential changes to public resources that could result from implementation of the Specific Plan. In addition, to reduce impacts, mitigation measures are included when applicable. The public services evaluated in this section include Fire Services, Police Services, Educational Facilities, Recreational Facilities, and Library Services.

3.11.1 FIRE PROTECTION

3.11.1.1 Environmental Setting

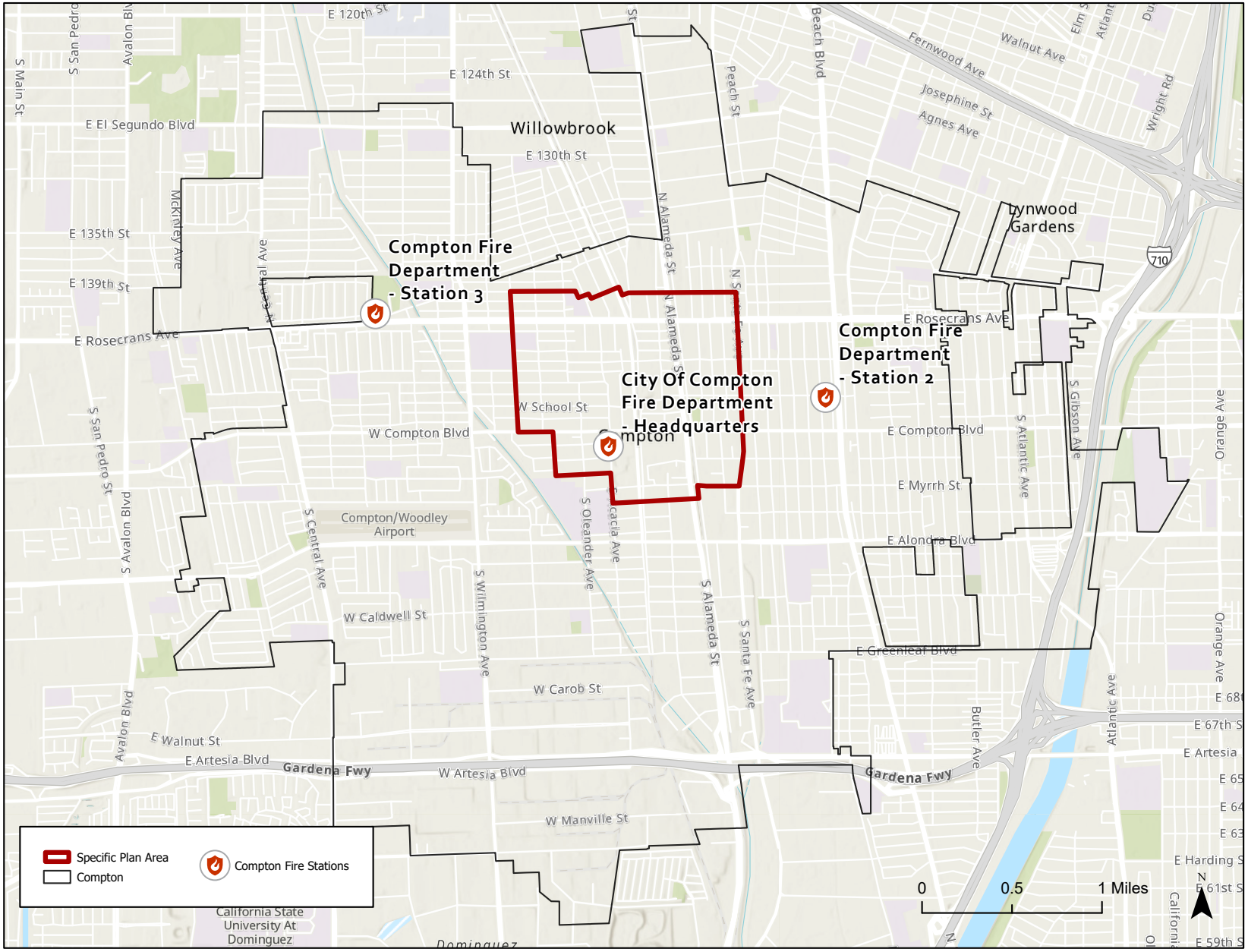
Fire protection and other related services are provided by the Compton Fire Department. There are four fire stations in the City: Station Number 1 (Fire Headquarters) is located at 201 South Acacia Avenue, less than a quarter mile southwest of the Plan Area near the Civic Center. Station Number 2 is located at1320 East Palmer Street, less than a mile east of the Plan Area. Station Number 3 is located at 1133 Rosecrans Avenue, about 1.3 miles northwest from the center of the Plan Area. Station Number 4 is located at 950 West Walnut Street, approximately 1.75 miles southwest of the Plan Area. **Figure 3.11-1, Compton Fire Stations,** illustrates the location of these stations relative to the City and Plan Area.

The City of Compton maintains its own Fire Department for fire protection. The Compton Fire Department's services include fire/rescue emergency responses, emergency medical services, fire prevention, hazardous materials, and emergency preparedness/public education in fire safety and prevention. The Compton Fire Department has 84 sworn employees and five civilian employees. Its resources include nine front-line emergency vehicles comprised of four fire engines, one truck, two paramedic squads, and two basic life support transport ambulances.[1] Certain structures in Compton, due to their age and composition, pose a greater challenge for fire protection, such as multi-story, wood frame, high density apartments, multi-story office buildings, hazardous substances consisting of combustible roofing materials, and structures involved in the storing, handing, and use of hazardous materials. Additionally, train traffic carrying hazardous materials increases risk of fire in the City (See **Section 3.6, Hazards and Hazardous Materials**). In 2021, the City's population was estimated to be 100,534 while the Plan area is 12,323 (See **Section 3.10, Population and Housing**).

1 City of Compton Fire Department, *Core Services*. 2022. Available online at: http://www.comptoncity.org/depts/fire/default.asp.

The Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently, the Compton Fire Department's average response time is four minutes and 30 seconds.[2]

2 Ibid at *Performance*.



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.11-1**

IMPACT SCIENCES

Compton Fire Stations

1335.001•02/22

3.11.1.2 Regulatory Framework

Federal

Federal Emergency Management Act (FEMA)

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (42 U.S.C. § 5121 note) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. §5121-5207). Among other things, this new legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide, and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Act include:

- funding pre-disaster mitigation activities;
- developing experimental multi-hazard maps to better understand risk;
- establishing state and local government infrastructure mitigation planning requirements;
- defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and
- adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of the Act establish performance based standards for mitigation plans and requires states to have a public assistance program (Advance Infrastructure Mitigation—AIM) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding ten-year period by the same type of event.

Federal Fire Safety Act

The Federal Fire Safety Act (FFSA) of 1992 is significantly different from other laws affecting fire safety as the Law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The Federal Fire Safety Act (FFSA) requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during the course of their employment.

State

California Fire Code

Title 24, Part 9 of the California Code of Regulations (CCR) is the California Fire Code. Title 24, Part 9 of the CCR sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. The 2019 California Fire Code is the incorporation of the 2018 International Fire Code of the International Code Council with necessary California amendments. Development under the proposed project would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations Sections 1270 and 6773. In accordance with C.C.R., Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 *et seq.* of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices, and fire suppression training.

Mutual Aid Agreements (MAA)

The Emergency Managers Mutual Aid (EMMA) system is a collaborated effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected in affected jurisdictions by providing professional emergency management personnel. In accordance with the Master Mutual Aid Agreement, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Code of Regulations Division 2 Section 16

The State of California passed legislation creating the California Emergency Management Agency (Cal EMA) and authorizing it to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal EMA serves as the lead state agency for emergency management in the state. Cal EMA coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system.

Assembly Bill No. 9

Passed in September of 2021, AB 9 establishes in the Department of Conservation the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill requires, among other things, the department, upon an appropriation by the Legislature, to provide block grants to

regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program. The bill also requires the department, upon an appropriation by the Legislature, to provide block grants to eligible coordinating organizations, as defined, to support the statewide implementation of the program through coordination of and technical assistance to regional entities, as well as to support forest health and resilience efforts across regions and throughout the state. Finally, the bill requires the department to publish and update information on program implementation, as specified, on its internet website.[3]

Local

City of Compton General Plan

The State of California requires every county and city to adopt a General Plan, which must contain a Safety Element. The following policies included in the City's Public Safety Element and the Public Facilities Element of the General Plan guide the City in reducing the risk of fire to life and property:

Public Safety Element Goal 3.0: Protect life and property in Compton from urban fires.

Policy 3.1. Establish an additional fire station in the area east of Alameda Street.

Policy 3.2. Maintain building code requirements for new construction that insure provision of adequate fire protection.

Policy 3.3. Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 3.4. Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, industrial buildings, and commercial buildings.

Policy 3.5. Maintain and periodically review procedures for dealing with fire emergencies in the City's Emergency Plan.

Policy 3.6 The City will support a Fire Reserve Program sponsored by the Compton Fire Department to supplement full-time firefighting staff.

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3 Assembly Bill No. 9. California State Legislature. September 24, 2021. Available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB9, accessed on November 24, 2021.

Public Facilities Element Goal 1.0: Maintain improved levels of police, fire, and other emergency services.

Policy 1.1 Periodically evaluate services and service criteria to ensure the City has adequate police, fire, and other emergency services.

Policy 1.2 Pursue state and federal monies to offset the cost of emergency services as available.

Policy 1.3 Assess the impacts of incremental increases in development density and traffic congestion on fire hazards and emergency response time, and ensure through the design review process, that new development will not result in reduced emergency services below acceptable levels.

Policy 1.4 Establish an additional fire station in the area east of Alameda Street.

Policy 1.7 Require all new commercial and multiple-unit residential development to install fire protection systems and encourage the use of automatic sprinkler systems.

3.11.1.3 Impacts And Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the use of fire services, if any of the following would occur:

- 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 fire protection.

Methodology

The need for, or deficiency in, adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843.) To the extent that the Proposed Plan causes a need for additional fire and emergency response services that result in the construction of new facilities or additions to existing facilities and the impact

from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of fire and life safety services provided to the residents or users of the Specific Plan and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to fire and emergency response services is based on whether a significant impact will result from the construction of new or expanded fire and emergency response facilities.

3.11.1.4 Environmental Impacts

PS-1 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?**

Less than Significant Impact

Development accommodated by the proposed Specific Plan would increase the City's population and, therefore, increase demand for fire protection services. The addition of 2,178 multi-family units anticipated by the Specific Plan could result in approximately 9,236 additional residents by 2040. Non-residential square footage (office and hotel) would also increase by 148,000 resulting approximately 172 additional jobs in the Specific Plan area.

As discussed above, the Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently the Compton Fire Department's response times are slightly below national average at four minutes and 30 seconds. As such, the City is operating within acceptable response times.

Construction

Buildout of the project includes the development and construction of retail, office, hotel, and residential uses. Construction activities associated with buildout of the Specific Plan have the potential to increase fire hazards. Construction of future projects could require large amounts of flammable construction materials (including wood framing) and the installation of electrical, plumbing, and mechanical systems. Although rare, fires do occur at construction sites, thus, all future projects would be subject to Compton Fire Department codes and inspection by Fire personnel. In addition, all future projects would be subject to City requirements relative to water availability and accessibility to firefighting equipment, as well as

comply with City, County, and state fire protection regulations. Construction activities could also result in traffic delays in the specific plan area and increase emergency response times and the potential for vehicle traffic accidents.

The Specific Plan establishes development standards and design guidelines that require compliance with Fire Safety and California Building Code. All future projects within the Specific Plan would need to undergo review and approval by the City of Compton's Building and Safety and/or Community Development Departments, as applicable, to receive permits for construction and operation. The development review process would ensure that development under the Specific Plan would comply with the Fire Prevention and Protection Code, Chapter XXII of the Compton Municipal Code (CMC). Pursuant to the City's Development Fee Program, individual projects would be required to pay all necessary fees to to offset impacts on fire protection services. Revenue generated from the Development Fee Program, as well as a percentage of property taxes would go towards improvement and maintenance of existing facilities, construction of new facilities, and the hiring of additional personnel as needed. Therefore, impacts to new or physically altered facilities would be less than significant.

As stated above, all new development in the Specific Plan would be evaluated and approved by the City of Compton's Building and Safety Department and Fire Resources Bureau before receiving permits for construction and/or operation. The installation of fire protection systems and automatic sprinkler systems will be required prior to project approval and certification. As discussed in Hazards, Section 3.6 and Transportation, 3.12, construction activities related to the Specific Plan's development is not expected to result in significant impacts to emergency services or response times. Construction activities would not result in the need for expansion of existing fire stations or construction of new fire stations due to the temporary nature of construction.

Operation

The Specific Plan area includes potential development opportunities in the Plan area over a 20-year period. As such, it is not possible to specify the exact location, size, or timing of future development that may contribute to an increase in the need for staff and/or facilities. As discussed above, with implementation of the project, the number of residents in the Specific Plan area is projected to grow by approximately 9,236 residents.

Over the 20-year buildout of the project, emergency calls would be expected to incrementally increase. As the residential population and commercial development increase in the Specific Plan area, the City would continue to monitor fire protection resources to ensure adequate facilities, staffing, and equipment are available. As stated above, the City has a General Plan goal to construct a fire station on

the east side of the City. Further, as future projects are built, they would be required to comply with all City codes and regulations regarding access requirements for commercial and residential areas and design standards for fire prevention (e.g., emergency plans and evacuation routes).

The ability of emergency medical service (EMS) and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able navigate intervening roadways. While growth anticipated under the Specific Plan would result in higher overall traffic volumes in the Plan area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Therefore, EMS and fire protection services response times generally would not change substantially as the population of the Plan area increases.

Uses within the Plan area may include buildings over 75 feet which are considered high-rise under the California Building Code and are subject to specific requirements regarding materials and features. The California Fire Code includes requirements related to fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings in the Plan area. The California Fire Code contains specialized technical regulations related to fire and life safety. All new buildings proposed under the Specific Plan would be designed to meet minimum fire and emergency safety requirements identified in the California Building Code and California Fire Code and would include appropriate fire safety measures and equipment, including but not limited to, use of fire retardant building materials, inclusion of emergency water infrastructure (fire hydrants and sprinkler systems), installation of smoke detectors and fire extinguishers, emergency response notification systems and provision of adequate emergency access ways for emergency vehicles.

High rise structures do require specialized equipment (i.e., taller ladders) for fire suppression. The City of Compton Fire Department is not currently equipped with the necessary fire suppression equipment. However, Compton participates in a codified mutual aid agreement with neighboring cities (Downey, Long Beach, Montebello, Santa Fe Springs, Vernon, City of Los Angeles, and adjacent unincorporated areas of Los Angeles County) described in its municipal code.[4] The mutual aid provision states that the Compton Fire Chief may dispatch at any time to such other municipality or County district for services,

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4 Compton Municipal Code, *Section 104.11.3-Mutual Aid*, available online at: https://ecode360.com/35617772, accessed on May 5, 2022.

equipment and personnel of the Compton Fire Department, and may receive assistance in combating any or meeting any condition or emergency which may reasonably fall within the purview of duties or activities ordinarily performed by Compton Fire Departments.[5] Moreover, Compton is part of the Downey Fire Communications Center (DFCC) which provides fire communications and dispatch services to the cities of Compton, Downey, and Santa Fe Springs serving a combined population of 300,000 people that covers an area of 40 square miles.[6] Therefore, under the mutual aid agreement and the DFCC, the nearest and most appropriately equipped station would be able to adequately respond to emergency calls.

Although the General Plan includes a policy for a new fire station on the east side of the City, there are no current plans to construct a new fire station or expand existing fire stations, it is foreseeable that providing fire services to increased population in the Plan area may result in the need for new or expanded fire facilities over the plan horizon. Under the Proposed Plan, the Specific Plan would have growth resulting in approximately 9,236 residents by 2040. These increases would take place over time, and the totals are not anticipated to be reached until 2040 or beyond. The Plan does not constitute a commitment to any project-specific construction.

For CEQA purposes, the determination of impacts is not based on response times themselves, but response times can be one indication of a need for new facilities that should be considered by the City. If new facilities are needed, the primary concern is if the construction of those facilities would have a significant effect on the environment.

Construction of new fire stations or expansion of an existing fire stations to serve the Plan area would occur in an urban area and would be limited in size. Any new facility would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new facility, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR, and they would not be any different for a fire station. It is not foreseeable that impacts from building any other station in the

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5 Such other municipality or County fire district shall have made a similar reciprocal agreement to furnish similar services to Compton under like conditions evidenced either by a certified copy of a resolution or ordinance of its legislative body. *Ibid at Section 104.11.3-Mutual Aid*.

6 City of Downey, *Communications*, available online at: https://www.downeyca.org/our-city/departments/fire/divisions/communications, accessed on May 5, 2022.

Plan area would have greater or different impacts than those identified in this EIR for construction or operations. Similar to other types of development, the construction of new or expanded fire protection facilities could contribute to construction noise impacts identified in **Section 4.11, Noise and Vibration**, of this EIR and would be subject to applicable mitigation measures.

In addition, should new facilities be needed, such facilities would be located on parcels that are infill opportunities on lots approximately less than five acres in size. One potential site for a new fire station on the east side of the City could be the City owned parcel on Alameda East and Myrrh Avenue. The site is approximately five acres in size and could accommodate a fire station and other uses. The site is urbanized and a new facility would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure. For reference, the Los Angeles Bureau of Engineering (BOE) determined that the typical standard fire/paramedic station would consist of a 15,250-square foot building on a parcel that is approximately one acre. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard compliance measures and design features. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, impacts related to the need for new or expanded fire facilities would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.11.1.4.1 Cumulative Impacts

Buildout of the project and related projects ongoing and planned in the City, including the Artesia Specific Plan, would increase the demand for fire protection services in the City. The City would continue to monitor impacts to fire services and facilities and review each future development project on a project-by-project basis to determine the need for additional resources. Increased sales tax revenues from leased commercial spaces on the ground floor of future developments and property taxes from the related projects could be used to fund increases in staffing and equipment. Furthermore, all future development projects would be required to submit site design plans to the City during the planning and building permit check process. In conformance with standard City procedures, these plans shall be reviewed by

the Building and Safety with respect to access and building design. Incorporation of such reviews would avoid any significant cumulative impacts to fire resources and services. The potential for new fire facility construction is speculative at the present time and is, therefore, not analyzed in this document. It is assumed that if new facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use. Therefore, the incremental effect of the Plan with respect to fire protection would not be cumulatively considerable.

3.11.2 LAW ENFORCEMENT SERVICES

3.11.2.1 Environmental Setting

Law enforcement protection services for the City of Compton are provided by the Los Angeles County Sheriff's Department (LASD) under contract with the City. LASD provides general law enforcement services to 42 contract cities, 141 unincorporated communities, 216 facilities, hospitals, and clinics located throughout the County, nine (9) community colleges, the Metropolitan Transit Authority (MTA) and 37 Superior Courts. LASD also provides services such as laboratories and academy training to smaller law enforcement agencies within the County. Additionally, LASD is responsible in securing approximately 18,000 inmates daily in 7 custody facilities which includes providing food and medical treatment.[7] Considering that there are nearly 10,000 sworn officers Countywide serving three million residents, that is a ratio of 300 residents to every officer. According to the Sheriff's Department, Compton Station has a total 152 sworn personnel members with a daily deputy deployment of 31 deputies per shift.[8] That translates to one deputy serving approximately 3,657 people or an officer to resident ratio of 1.6,[9] while working the field during the

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7 *About Us.* Los Angeles County Sheriff's Department. Available online at: https://www.lasd.org/about_us.html, accessed on March 2, 2022.

8 *See* email from Christopher Zimmerman, Response to Inquiry Officer to Resident Ratio in Compton, March 2, 2022.

9 The Federal Bureau of Investigation has collected statistics on full-time law enforcement employees across the United States. The rate of sworn officers was 2.4 per 1,000 inhabitants in the nation in 2011. The rate of full-time law enforcement employees (civilian and sworn) per 1,000 inhabitants was 3.4. Federal Bureau of Investigation, *Full-Time Law Enforcement Employees*, 2011. Available online at: https://ucr.fbi.gov/crime-in-the-u.s/2011/crime-in-the-u.s.-2011/police-employee-data#:~:text=The%20rate%20of%20full%2Dtime,rate%20among%20city%20population%20groups. *See also, Table 74, available online at:* https://ucr.fbi.gov/crime-in-the-u.s/2011/crime-in-the-u.s.-2011/tables/table_74_full-time_law_enforcement_employees_by_population_group_percent_male_and_female_2011.xls, accessed on April 29, 2022

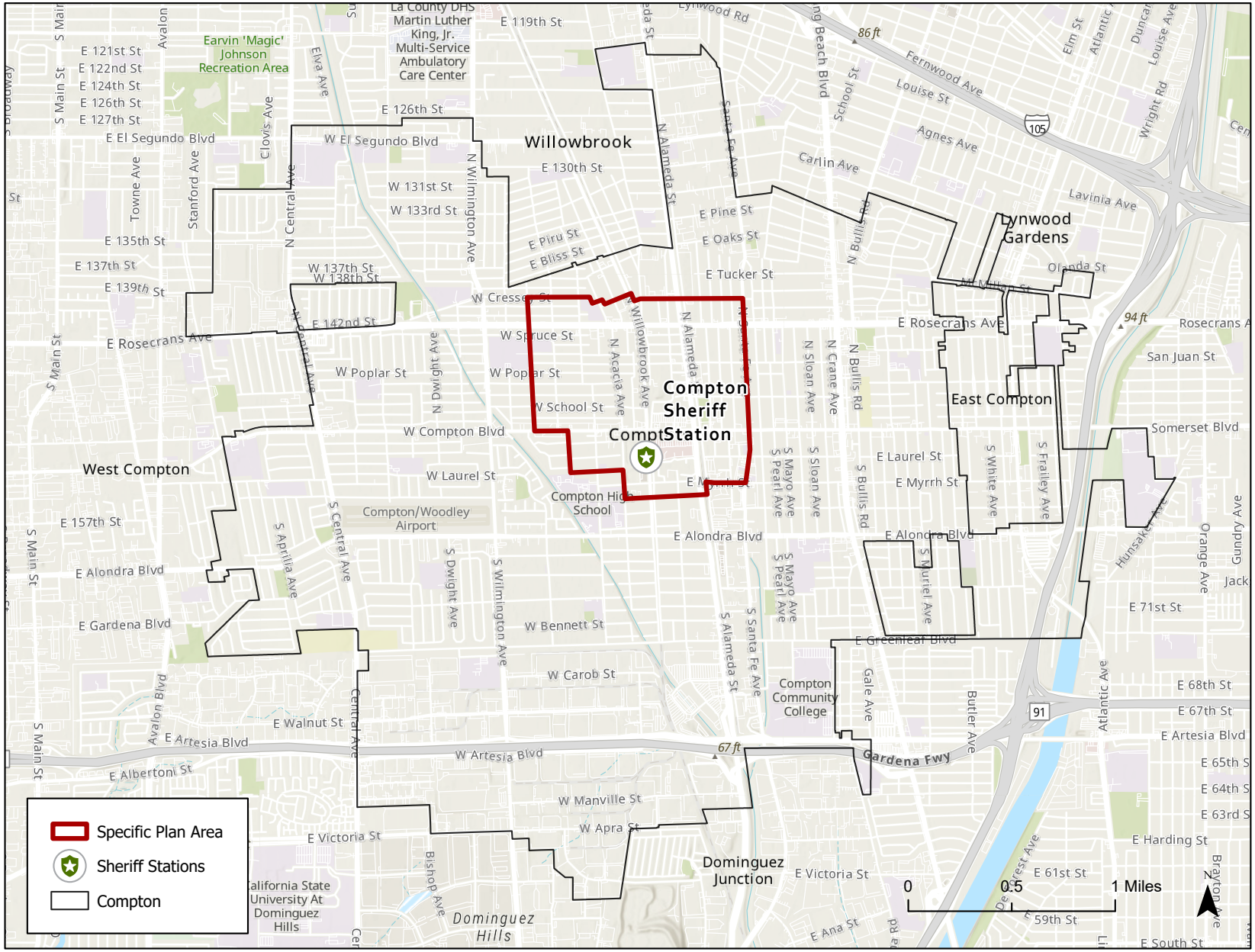
daily deployment, inclusive of Compton and neighboring East Rancho Dominguez and unincorporated Gardena and Rosewood.[10]

Moreover, Los Angeles Metro oversees the activities of the multi-policing model inclusive of Metro Transit Security Officers and contract security personnel. Metro's law enforcement model includes the Los Angeles Police Department, Los Angeles County Sheriff's Department and Long Beach Police Department.[11]

The local LASD office is the Compton Station located at 301 South Willowbrook Avenue, about a quarter mile from the Compton Metro Station. The Compton Station serves the City of Compton, East Rancho Dominguez, Unincorporated Gardena, and Rosewood. **Figure 3.11-2, Compton Sheriff Station,** shows the location of LACSD office in the Plan Area.

10 Ibid at Los Angeles County Sheriff's Department Response to Inquiry, March 2, 2022.

11 *Security System and Law Enforcement*. Metro Los Angeles. Available online at: https://www.metro.net/about/organization/, accessed on March 2, 2022.



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.11-2**

IMPACT SCIENCES

Compton Sheriff Station

1335.001•02/22

3.11.2.2 Regulatory Framework

State

All law enforcement agencies within the State of California are organized and operate in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and County officers are state peace officers.

Local

City of Compton General Plan

The City of Compton General Plan states the following goals and policies within its Public Safety **Element and Public Facilities Element:**

Public Safety Goal 7.0: Decrease crime within Compton to increase the safety of citizens and the image of community.

Policy 7.1 Take a proactive approach to crime prevention by initiating youth programs, neighborhood watches, and other community-based approaches to crime prevention

Policy 7.2 Consider methods of coordinating crime prevention activities with other jurisdictions.

Policy 7.3 Seek alternative funded through state and federal sources for increased law enforcement services to City residents.

Policy 7.4 Promote land use planning urban design, and architecture that enhance individual safety. Such measures include Police Department approved alarm systems, security lighting, lighting of alleys (especially at the rear of commercial developments), and building designs which allow for clear visibility of exterior entrances/exits, walkways and parking areas.

Policy 7.5 Prepare and initiate a program to address crime problems associated with alleys including consideration of measures to privatize alleys pave alleys, provide front lot access where possible, and provide regular maintenance of alleys.

Public Facilities Element Goal 1.0: Maintain improved levels of police, fire, and other emergency services

Policy 1.1 Periodically evaluate services and service criteria to ensure the City has adequate police, fire, and other emergency services.

Policy 1.2 Pursue state and federal monies to offset the cost of emergency services as available.

Policy 1.3 Assess the impacts of incremental increases in development density and traffic congestion on fire hazards and emergency response time, and ensure through the design review process, that new development will not result in reduced emergency services below acceptable levels.

Policy 1.5 Continue to cooperate with the Los Angeles County Sheriffs Department, along with other nearby Police departments, to provide back-up police assistance in emergency situations.

Policy 1.6 Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in project design to enhance public safety.

Policy 1.8: Enhance public awareness and participation in crime prevention Develop new and expand existing educational programs dealing with personal safety awareness such as neighborhood watch and commercial association watch/protection programs.

Conservation/Open Space/Parks and Recreation Element:

Policy 4.11 Continue to locate new police stations on the periphery of public parks, and increase police patrols of other parts.

3.11.2.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to police services are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts related to police services, if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of 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 police protection.

Methodology

The need for or deficiency in adequate police services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional police services and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment which is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of police protection services provided to the residents or users of the Specific Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to police protection services is based on whether a significant impact will result from the construction of new or expanded police facilities.

Police protection service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community. Impacts on police protection services are considered significant if the demand for services exceeds the capacity of existing facilities, or if a station area is located outside of specified distances from a project area.

To the extent that the Specific Plan results in the need for new police services that will cause the need for new or altered police facilities, the analysis below evaluates the potential need for new facilities and associated potential impacts from the construction of new police protection facilities or the expansion of existing police protection facilities if they could be required. Police protection impacts are also evaluated for the Proposed Plan within the context of applicable local policies and codes described in the Regulatory Framework.

This discussion of impacts to police protection services addresses impacts for the Specific Plan Area.

3.11.2.4 Environmental Impacts

PS-2 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction**

of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Less than Significant Impact.

Construction

The Specific Plan would allow for increased development potential in the Plan area but would not constitute a commitment to any project-specific construction. Site development and construction would not normally require services from the Sheriff's Office, except in the cases of trespassing, theft, or vandalism. Such activities at a construction site occur, but do not typically place undue demands on law enforcement services. Construction activity would increase traffic both on and adjacent to the project site during working hours because commuting construction workers, trucks, and other large construction vehicles would be added to normal traffic during the buildout period. Slow-moving, construction-related traffic along local roadways may reduce optimal traffic flows and could conceivably delay emergency vehicles or contribute to a vehicle accident. However, this potential is considered less than significant given the periodic and temporary nature of construction-related traffic. Implementation of standard construction traffic control procedures, such as the use of flagmen, and signage showing traffic detour plans, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties would further reduce any potential impact. Construction activities for anticipated development would not result in the need for expansion of existing police facilities or construction of new police facilities due to the temporary nature of construction.

Operation

The Specific Plan would include zone changes that would increase the development potential in the Plan area. The Specific Plan would generate approximately 9,236 new residents (see **Section 3.12, Population and Housing).** Daytime population could also increase due to additional retail employees and patrons within the Plan area.

LASD is responsible for providing police protection services to the Plan area. A significant impact may occur if the LASD could not adequately serve a project, necessitating a new or physically altered station. The LASD office is mostly funded through a contract with the City of Compton.

A larger population could increase demand for LASD services by increasing the opportunities for crime, though an increase in development intensity and residential density would not necessarily result in a directly proportional increase in crime. An area's crime rate is influenced by many factors, such as police presence, implementation of crime prevention measures, department funding, and

socioeconomic factors. To ensure that necessary police services, facilities, and equipment are provided for the public safety needs of all neighborhoods, demand for existing and projected police services and facilities is monitored and forecasted by LASD in order to maintain standards. Accordingly, as development occurs over the lifetime of the Plan, police protection service levels would continue to be evaluated and maintained by LASD in accordance with existing policies, procedures and practices. Individual developments in the Plan area would be required to incorporate design features to deter crime.

The Plan will redesign Willowbrook Avenue to enable direct access from Rosecrans Avenue to the Commercial Core. The Plan will also construct bike lanes on both sides, build raised crossings to connect Compton Station to the Metro Plaza, and include amenities to improve the pedestrian experience. These proposed improvements included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. Growth by 2040 regardless of the Plan is expected to increase population, housing, and jobs within the Plan area which could cause delay on street segments when combined with street modifications as proposed on Willowbrook. However, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right of way to emergency vehicles and remain stopped until the emergency vehicles have passed. Designated emergency and disaster routes within the Plan area would be maintained. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. On congested roadways, multi-lane arterial roadways with continuous center left-turn lanes facilitate emergency access when the thru lanes experience delays. The ability of police protection services to respond to calls in a timely manner depends primarily on the distance of responding car to the incident and the speed at which vehicles are able navigate intervening roadways. While development under the Plan would result in higher overall traffic volumes in the Plan area, this would not impede police response, since California State law requires that drivers yield the right-of-way to emergency and police vehicles and remain stopped until the vehicles have passed. Therefore, police protection services response times generally would not change substantially as the population of the Plan area increases.

There are no planned police facilities to be constructed in the Plan area at this time. However, the potential for construction or expansion of police facilities over the plan horizon may be possible. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. New facilities would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Noise Ordinance, and the California Building Code, including CALGreen

requirements. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. To the extent construction would result in any impacts those would not be different from other infill development analyzed throughout the EIR. Therefore, impacts related to the need for new or expanded police protection facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Cumulative Impacts

Future needs for police protection are reviewed regularly, including during the budgeting process. As described above, development projects within the City, including the CPA, would be subject to review upon project submittal of the development application and may be required to provide security features, such as security cameras, private security services, and/or on-site police drop-in facilities that reduce the demand for police service.

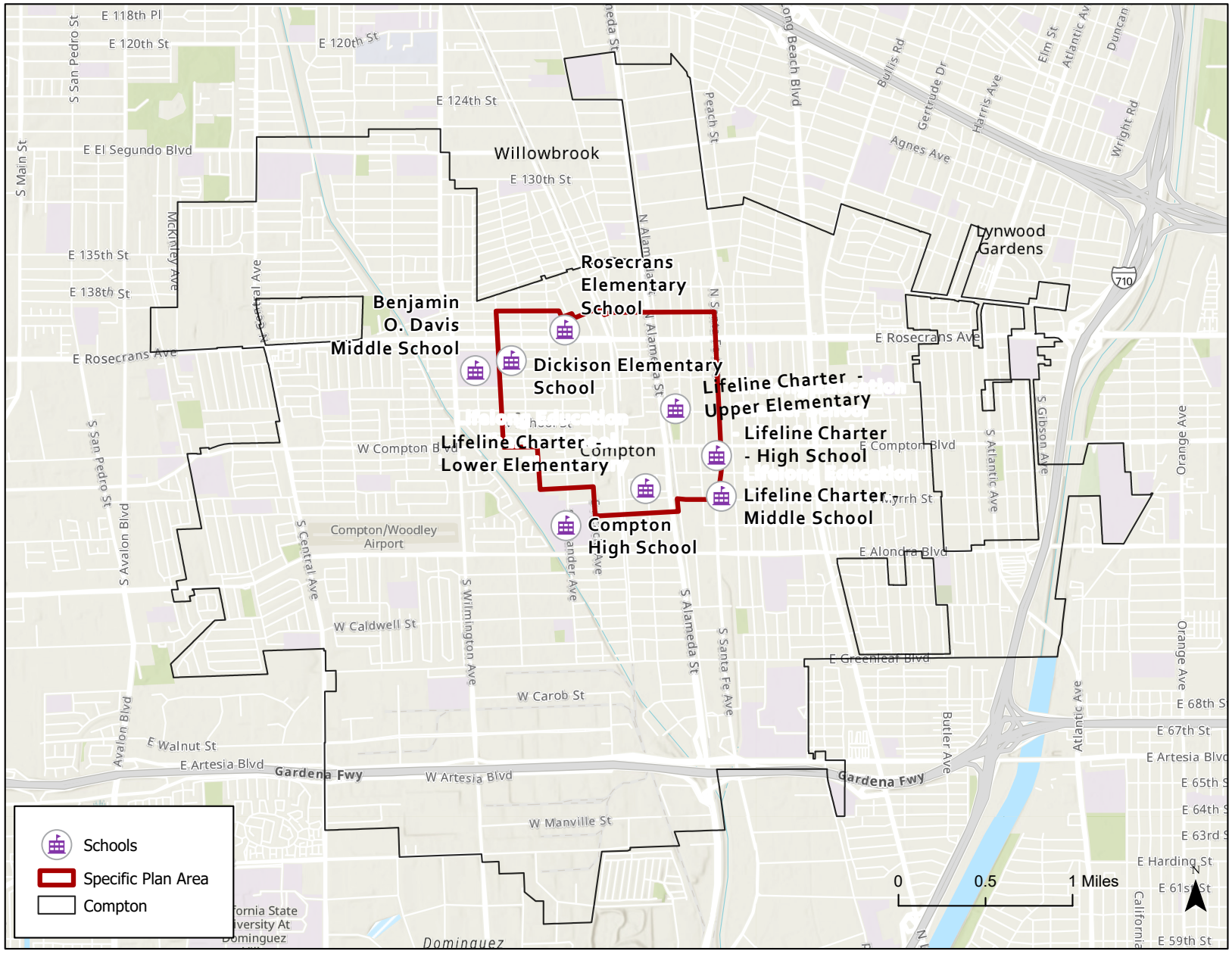
The proposed Specific Plan and other planned and approved developments throughout the City would cumulatively increase the need for services from the sheriff's department. Cumulative projects outside of the Specific Plan area would also increase the need for police services and would require additional police staffing. Similar to projects proposed under the Specific Plan, development projects located in other areas of the City would be required to submit site designs and comply with City regulations. As discussed, there are no planned facilities at this time. However, the potential for construction or expansion of new facilities over the plan horizon due to increased growth in the Plan area and surrounding areas is possible. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. Depending on the location of new police stations, if they are determined to be needed, impacts. Based on the above information, implementation of the Specific Plan and other related projects would not result in cumulatively considerable impacts resulting in the need for new or expanded police facilities.

3.11.3 PUBLIC SCHOOLS

3.11.3.1 Environmental Setting

The City of Compton is served by the Compton Unified School District (CUSD). The CUSD serves nearly 26,000 students at 36 sites in the City of Compton as well as portions of the cities of Carson and Los Angeles. The CUSD includes 21 elementary schools, seven middle schools, four high schools, and four adult/alternative schools. No schools are located within the Plan area; however, the schools closest to the Plan area are shown in **Figure 3.11-3, Public Schools Near Specific Plan Area,** and are as follows:

- Rosecrans Elementary School (Grades K-8) at 1301 N Acacia Avenue, west of the Plan Area
- Dickison Elementary School (Grades K-8) at 905 N Aranbe Avenue, northwest of the Plan Area
- Benjamin O. Davis Middle School (Grades PK-7) at 621 W Poplar Street, northwest of the Plan Area
- Compton High School (Grades 9-12) at 601 South Acacia Street, south of the Plan Area
- Lifeline Education Charter School (Grades K-12) at 225 South Santa Fe Avenue, east of the Plan Area



SOURCE: Esri, 2022

FIGURE **3.11-3**

IMPACT SCIENCES

Public Schools Near Specific Plan Area

1335.003•03/22

As shown in **Table 3.11-1, Enrollment and Capacity of Compton Unified Schools Serving the Specific Plan Area (School Year 2021-2022)**, none of the schools within the Plan area are currently overcrowded.

Table 3.11-1
Enrollment and Capacity of Compton Unified Schools Serving the Specific Plan Area (School Year 2021-2022)

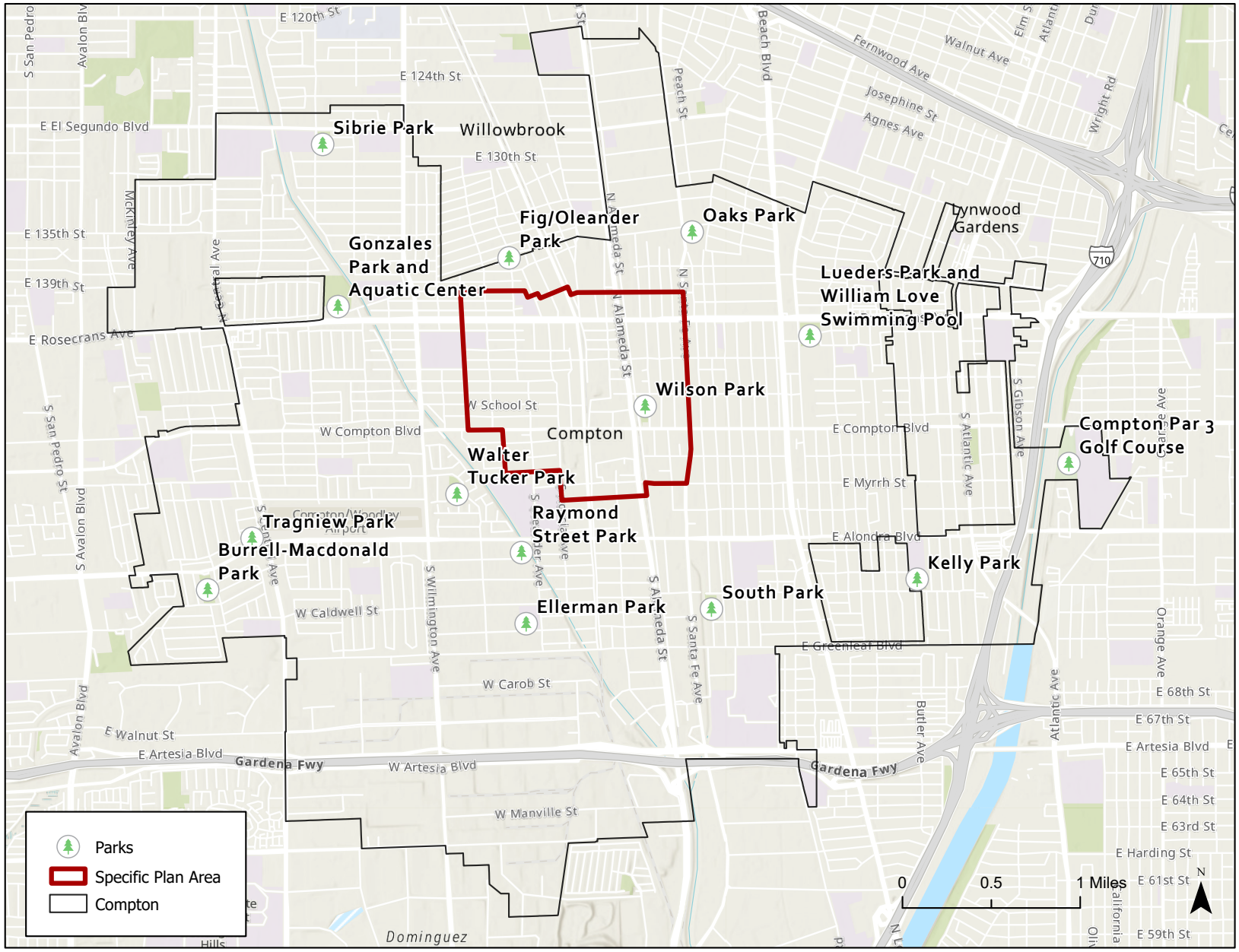
School Name	Capacity	Actual Enrollment	Current Seating Overage/ (Shortage)	Overcrowded?
Rosecrans Elementary School	2,252	497	1755	No
Dickison Elementary School	2,896	675	2,221	No
Benjamin O. Davis Middle School	3,903	432	3,471	No
Compton High School	2,749	1,243	1,506	No
Lifeline Education Charter School	1,000	700	300	No

Source: Compton Unified School District, 2022.

As discussed in the Regulatory Framework, the School Facilities Act (Government Code Section 65995) was enacted to allow school districts to assess developer fees to help cover the cost of constructing or reconstructing school facilities necessary to accommodate increases in student population. It also set out to limit the amount that local agencies could require of developers to mitigate the impact of development on school facilities. Current developer fees are calculated at the rate of $4.08 per square foot of assessable space for residential construction, and $0.66 for commercial/industrial development.[12]

Additional mechanisms available to school districts to fund school construction include community assessment districts and general obligation bonds. CUSD has an active bond for funding necessary improvements.

12 Compton Unified School District. Developer Fees 2021. Available online at: https://www.compton.k12.ca.us/departments/business-services/facilities/developer-fees-2021, accessed on February 8, 2022.



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.11-4**

IMPACT SCIENCES

Parks in Compton

3.11.3.2 Regulatory Framework

State

California Government Code Section 65995

California Government Code Section 65995 is found in Title 7, Chapter 4.9 of the California Government Code. California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 (SB 50) amended Government Code Section 65995 in 1998. Under the provisions of SB 50 schools can collect fees to offset costs associated with increasing school capacity as a result of development. The local school districts determine fees in accordance with California Government Code Section 65995 which can be adjusted every two years. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws.

California Education Code

School facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education (SBE). The SBE is the 11-member governing and policymaking body of the California Department of Education (CDE) that sets K–12 education policy in the areas of standards, instructional materials, assessment, and accountability. The CDE and the State Superintendent of Public Instruction are responsible for enforcing education law and regulations; and for continuing to reform and improve public elementary school, secondary school, and childcare programs, as well as adult education and some preschool programs. The CDE's mission is to provide leadership, assistance, oversight, and resources so that every Californian has access to an education that meets world-class standards. The core purpose of the CDE is to lead and support the continuous improvement of student achievement, with a specific focus on closing achievement gaps.

California Department of Education

The CDE is the government agency responsible for public education throughout the state. The department oversees funding, and student testing and achievement levels for all state schools. A sector of the CDE, the California State Board of Education is the governing and policy making sector responsible for education policies regarding standards, instructional materials, assessment, and accountability.

Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998

Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998 (Ed. Code, §§ 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998 ballot. The Act created the School Facility Program where eligible school districts may obtain state bond funds.

Leroy Greene School Facilities Act of 1998/ Senate Bill 50

The Leroy Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50) (Ed. Code, §§ 17070.10-17079.30), eliminated the ability of cities and counties to require full mitigation of school impacts and replaced it with the ability for school districts to assess fees directly to offset the costs associated with increasing school capacity as a result of new development. The Act states that payment of developer fees is "deemed to be complete and full mitigation" of the impacts of new development. Current developer fees are calculated at the rate of $4.08 per square foot of assessable space for residential construction, and $0.66 for commercial/industrial development.[13]

Additional mechanisms available to school districts to fund school construction include community assessment districts and general obligation bonds. CUSD has an active bond for funding necessary improvements.

Local

The City of Compton General Plan states the following goals and policies within its Public Facilities Element:

Public Facilities Goal 2.0: Provide opportunities for a quality education to all residents.

Policy 2.1 Encourage the Compton Unified School District to provide improved services to an ethnically diverse City.

Policy 2.2 Cooperate with the Compton Unified School District when it expands or upgrades existing educational facilities.

13 Compton Unified School District. *Developer Fees 2021*. Available online at: https://www.compton.k12.ca.us/departments/business-services/facilities/developer-fees-2021, accessed on February 8, 2022.

Policy 2.3 Coordinate with the Compton United School District in the development and utilization of joint school/park facilities.

Policy 2.4 Encourage school district employees to live in Compton.

3.11.3.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to public schools are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the use of school services, if any of the following would occur:

- 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 schools.

Methodology

In *Goleta Union Sch. Dist. v Regents of Univ. of Cal.* (1995) 37 CA 4th 1025, the court held that school overcrowding is a social impact and does not require analysis in an EIR and mitigation, unless the overcrowding is linked to physical environmental effects (such as new school construction).

However, the law is somewhat unclear on how to analyze impacts from school facilities. The treatise, CEB, Practice under CEQA, provides the following discussion on impacts to schools:

> *State and local agencies may not deny either legislative or adjudicative approvals on the basis of a refusal to pay fees in excess of those limits. Govt C §65995.*
>
> *The statutes also significantly limit the application of CEQA to school facilities impact issues. The fees set forth in Govt C §65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects. Govt C §5996(a).*

Because the statute states that the statutory fees are the exclusive means of considering, as well as mitigating, school impacts, it limits not only the mitigation that may be required but also the scope of impact review in the EIR and the findings for school impacts. In *Chawanakee Unified Sch. Dist. v County of Madera* (2011) 196 CA 4th 1016, the court held that because the methods in the statute are the exclusive

means of "considering" impacts on schools, an EIR need not describe and analyze a development's impacts on schools .[14] Consistent with this view:

- Once the statutory fee is imposed, the impact should be determined to be mitigated because of the provision that the statutory fees constitute full and complete mitigation (Government Code Section 65995(b)); and

- It should not be necessary to adopt a statement of overriding considerations for school facilities impacts when the statutory fee is assessed, because the impact is deemed as a matter of law to be adequately mitigated (Government Code Section 65995(b)).

The Chawanakee court also ruled that the reach of the statute is limited to impacts "on" schools and does not extend to impacts on the nonschool physical environment, even though they may be "related" to schools in some way. The implications of this ruling are uncertain, however, because the court did not consider the effect of *Govt C §65995*(b), which states that the statute provides full school facilities mitigation notwithstanding CEQA, or of *Govt C §65995*(c), which defines a school facility as "any school-related consideration relating to a school district's ability to accommodate enrollment."

Based on the above, and the uncertainty created by the *Chawanakee* decision related to impacts to non-school property, from the construction of school facilities, for purposes of this EIR, an impact on schools would occur if the Proposed Plan promotes growth patterns resulting in the need for and/or the provision of new or physically altered public school facilities (including charter schools), the construction of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. To the extent that the Proposed Plan causes impacts to classroom sizes or school service impacts that results in the construction of new facilities or alterations to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of school services provided to the residents of the Specific Plan Area, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to schools is based on whether a significant impact will result from the construction of new or expanded school facilities to non-school property.

The discussion of impacts to public schools addresses impacts for the entire Plan Area. Public school service needs are dependent on the size of the service population and the geographic area served. This analysis estimates the number of students that would be generated by reasonably anticipated development with the Proposed Plan using Compton Unified School District (CUSD) student generation

[14] Casetext. Chawanakee Unified School District v. County of Madera. 2011. https://casetext.com/case/chawanakee-unified-sch-dist-v-cty-of-madera/?PHONE_NUMBER_GROUP=P.

rates and assesses whether existing and planned CUSD school facilities expected to serve the Plan Area would have sufficient available capacity to accommodate the students. If there would not be sufficient available capacity, the EIR will consider whether new school facilities will be needed and if foreseeable, whether the construction of the school facilities will result in a significant impact.

3.11.3.4 Environmental Impacts

PS-3 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the school district?**

Less Than Significant Impact.

Construction

Construction activities associated with buildout of the Specific Plan would not impact CUSD school facilities as construction activities would not directly increase the student population. Thus, no impacts to the existing educational facilities would occur.

Operation

The Plan area is located within the boundaries of the CUSD. A significant impact would occur if the Plan 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 Plan would result in a net increase of 2,178 residential units, or approximately 9,236 persons, by 2040 which has the potential to increase enrollment at schools that serve the area.

It is reasonable to assume that a portion of the 9,236 residents would include school aged children. The student generation factor identifies the number of students per housing unit and provides a link between residential construction projects and projections of enrollment. The State-wide factor used by the Office of Public School Construction is 0.44 for grades K-12.[15] Based on the these metrics, student generation factors for the addition of 2,178 residential units would result in an additional 501 elementary school

15 Los Angeles Unified School District, *2020 Developer Fee Justification Study*, March 2020. Available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf, accessed on March 16, 2022.

students at .23 student per household, 131 junior high school students at .06 student per household, and 283 high school students at .13 student per household; a total of 915 students.[16] As discussed above all schools within CUSD are operating well below design capacity. Additionally, buildout of the Specific Plan would occur over a 20-year period, thus the projected student growth would be gradual. As students may attend any District school with available capacity, the projected number of students would not result in the District's school operating above design capacity, and thus project related impacts would be less than significant

Further, development of individual projects under the Specific Plan 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 Plan would result in a less than significant impact to public schools.

Mitigation Measures

No mitigation is required.

Cumulative Impacts

The Proposed Plan along with cumulative projects from other plans (such as the Artesia Specific Plan) would increase student enrollment possibly causing the need for new or expanded facilities, the construction of which could result in significant adverse impacts. However, such impacts would be dependent on site-specific conditions that are too speculative to determine without site-specific information. The payment of school fees in compliance with the California Government Code Section 65995 is considered full mitigation for school impacts; therefore, the cumulative impact of past, present, and future development would be less than significant. Appropriate school fees would be paid for future development. CUSD's Facilities Division monitors growth and school capacity and determines future school needs. Depending on the location of new schools, if they are determined to be needed, construction and operational impacts (such as traffic, noise, and lighting) could occur and would be generally consistent with other allowed development analyzed in this EIR. However, impacts related to specific locations would be speculative at this time. Therefore, the proposed Plan would not make a cumulatively considerable contribution to impacts related to school capacity and new school construction. Impacts would be less than significant.

16 *See also* Table 3 of 2020 Developer Fee Justification Study, March 2020.

3.11.4 LIBRARIES

3.11.4.1 Environmental Setting

The City of Compton, including the Plan Area, is served by the Los Angeles County Public Library System (LA County Library). LA County Library is funded under the jurisdiction of the County Board of Supervisors, which is a 20-member Library Commission that acts as an advisory board to the LA County Library. The LA County Library is financed primarily by a dedicated share of property tax from the service area, with other revenues including a general fund contribution, a parcel tax, grants, and fees. The LA County Library includes 85 regional and community libraries, two institutional libraries and three bookmobiles, and serves a population of 3,373,360.[17]

The Compton Library, located at 240 West Compton Boulevard, opened in 1913 and is less than a quarter mile south of the Plan Area. The Compton Library features amenities for children, teens, and adults in both English and Spanish. The Compton Library offers a photocopier, research assistance, live homework help, public computers, children's computers, early literacy computers, and LA County Law Library resources. Other libraries located near the Plan Area offering similar amenities include: East Rancho Dominguez Library located approximately two miles east of Compton Station in unincorporated Los Angeles County; Dr. Martin Luther King, Jr. Library located approximately three miles southwest of the Plan Area in Carson; and Paramount Library located three and a half miles east of the Plan Area.

There are no current plans for the construction of new library facilities or expansion of existing library facilities near the Specific Plan Area.[18] As described in **Table 3.11-2** of Public Libraries Serving Compton Specific Plan Area, the City of Compton provides 0.46 volumes per person and 0.21 square feet per person as well, for a collection size of 44,355 and a building size of 20,542 square feet.

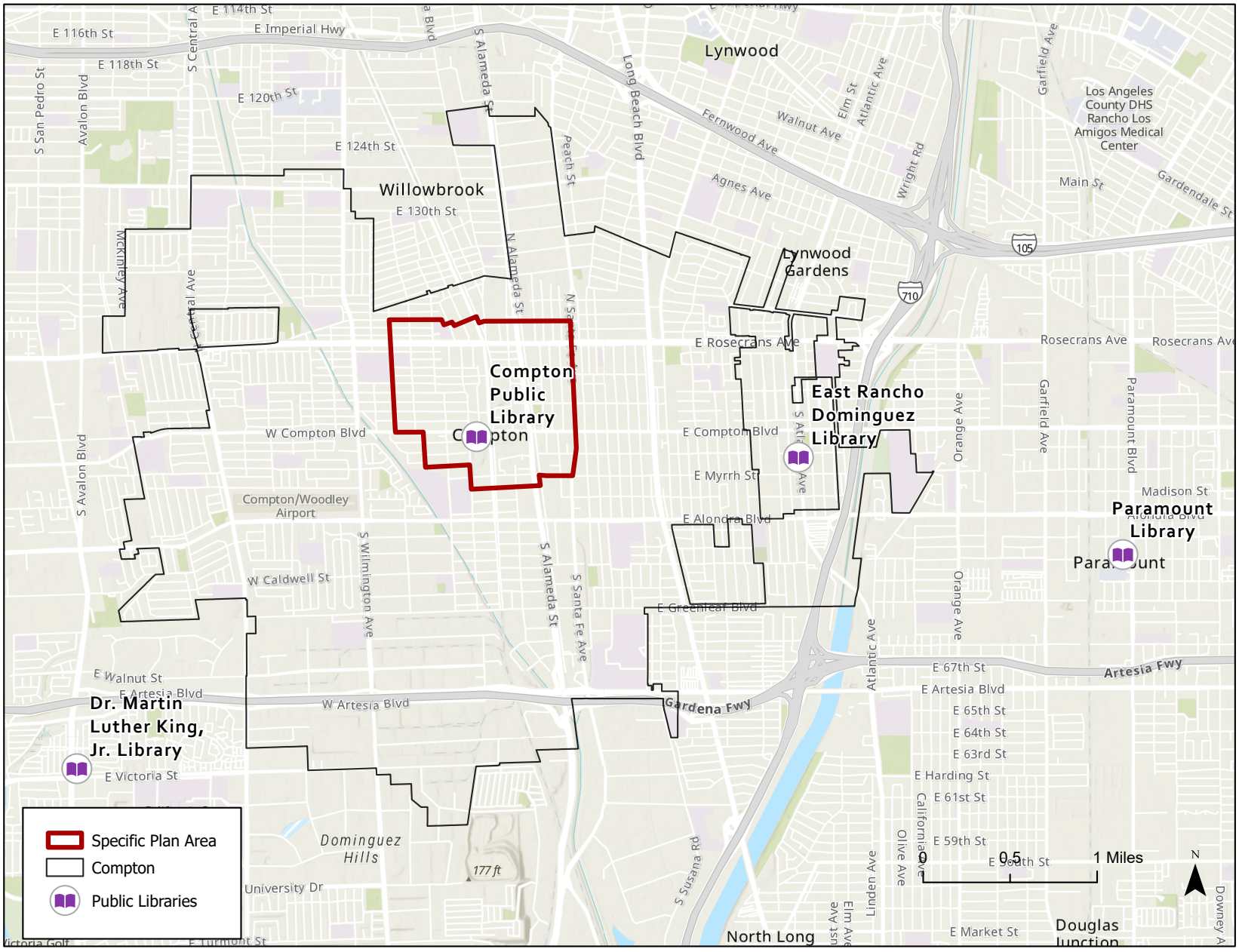
17 Los Angeles County Public Libraries

18 County of Los Angeles Public Libraries. Available online at: https://lacountylibrary.org/.

Table 3.11-2
Public Libraries Serving Compton Specific Plan Area

Library / Address	Collection Size	Building Size (Square Feet)	Population Served (Persons)	Square Feet per Person	Volumes per Person
Compton Public Library 240 W Compton Blvd Compton, CA 90220	44,355	20,542	95,740	.21	.46
East Rancho Dominguez Library 4420 East Rose Street East Rancho Dominguez, 90221	22,841	7,215	15,114	.47	1.5
Dr. Martin Luther King, Jr. Library 17906 Avalon Boulevard Carson, CA 90746	14,701	5,024	95,558	.05	.15
Paramount Library 16253 Colorado Avenue Paramount, CA 90723	36,711	8,750	53,733	.16	.68

Source:
Los Angeles County Public Libraries; US Census Bureau; Impact Sciences, 2022. Available online at: https://lacountylibrary.org/



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.11-5**

IMPACT SCIENCES

Public Libraries Serving Specific Plan Area

1335.001•02/22

3.11.4.2 Regulatory Framework

Regional

Los Angeles County Municipal Code

Chapter 22.246.060 of the Los Angeles Municipal Code is meant to mitigate any significant adverse impacts of increased residential development upon public library facilities as required by the CEQA and outlines the County's Library Facilities Mitigation Fee.[19] Table 22.246.060A is the facilities mitigation fee per dwelling unit as described by planning area. Planning Area 5 – Southeast – would entail $970 per planning unit.

Local

City of Compton General Plan

The City of Compton General Plan states the following goals and policies within its Public Facilities Element related to library services:

Goal 3.0: Cooperate with the County of Los Angeles in maintaining adequate library facilities to serve City residents.

Policy 3.1 Identify library service needs for the City.

Policy 3.2 Encourage services oriented to the ethnic populations who live in Compton.

3.11.4.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to public library facilities are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts due to the use of library services, if any of the following would occur:

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19 Los Angeles Municipal Code, *Section 22.246.060 - Library Facilities Mitigation Fee*. Available online at: https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances/354460?nodeId=TIT22PLZO_DIV9AD_CH22.246ADRE_22.246.060LIFAMIFE, accessed on March 16, 2022.

- Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

3.11.4.3.2 Methodology

The following analysis focuses on determining whether the Proposed Plan would result in adverse physical impacts to the environment due to the expansion or construction of new library facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing library services, impacts of the Proposed Plan on demand for library services, and input provided by LAPL staff.

The need for or deficiency in adequate library facilities to serve the residents or users of the Specific Plan Area is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional recreational or library services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing libraries caused by the Proposed Plan is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of library services provided to the residents or users of the Specific Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to library services is based on whether a significant impact will result from the construction of new or altered library facilities as a result of the implementation of the Proposed Plan.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plan and assesses whether existing and planned public libraries expected to serve the Plan Area would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts.

3.11.4.4 Environmental Impacts

PS-4 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause**

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Less than Significant.

A significant impact would occur if the Plan 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 Plan area, 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 City of Compton has one library to serve its current population of 95,740 people, and the proposed Specific Plan would result in an increase of approximately 9,236 people over its lifetime to 2040. That would reduce the existing volumes per person ratio from .46 to .42 and the square foot per person from .21 to .20. However, the proposed Specific Plan encompasses approximately half a mile around the Compton Metro Station, which is less than a quarter mile north of the Compton Public Library and two miles west of the East Rancho Dominguez Library. Dr. Martin Luther King, Jr. Library is located approximately three miles southwest of the Plan area in Carson and Paramount Library is located three and a half miles east of the Plan area. Therefore, although implementation of the Specific Plan has the potential to increase demand for library services and resources of the Los Angeles County Public Library System over its lifetime, there are other libraries nearby to accommodate Compton's incremental growth.

That noted, the Specific Plan does contain a vision for a new library/cultural center/museum with a hotel serving as an attraction for local, regional, national, and/or international tourism and a marked gateway to the Compton Walk. It also has a direct provision of a library, community meeting room or other space which is open for public use and gatherings without charge and is of at least 500 square feet in size as part of a public benefits concession menu. 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 over the course of 20 years. The Specific Plan has goals and policies to encourage community interaction and engagement that would offset impact to library facilities. Finally, there are other public libraries near the Plan area available to community residents. Due to the proposed uses available to the public, the Specific Plan 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 Specific Plan would result in a less than significant impact on other public facilities.

Mitigation Measures

No mitigation measures are required.

Cumulative Impacts

Growth under the Specific Plan would increase the population of the Plan Area incrementally over the next 20 years by 9,236 persons, which would increase use of the LA County Library system. In addition to the Compton Public Library, the LA County Library system has the following additional branch libraries that service the residents of the City of Compton and surrounding communities:

- East Rancho Dominguez Library – 4420 East Rose Street, East Rancho Dominguez
- Dr. Martin Luther King, Jr. Library – 17906 Avalon Boulevard, Carson
- Paramount Library – 16253 Colorado Avenue, Paramount

The libraries listed above would also serve new residents generated by implementation of the Specific Plan and other projects in the City. In addition, the trend toward libraries providing increased electronic and downloadable library resources (e.g., e-books, audio books) could reduce the need for additional physical library resources in the future. Additionally, as is the case with the proposed Plan, any future residential projects would be required to pay the County's Library Facilities Mitigation Fee pursuant to Chapter 22.246.060 of the Los Angeles County Municipal Code, which would mitigate potential impacts of increased residential development on library services. Therefore, the Specific Plan's contribution to cumulative impacts associated with libraries would not be cumulatively considerable and would be less than significant.

3.11.5 PARKS AND RECREATION

3.11.5.1 Environmental Setting

In the State of California, the primary avenue by which local jurisdictions set parkland and recreation standards and requirements for new development or obtain funds for the development of parks and recreation, is via the Quimby Act. The Quimby Act was established by the California Legislature in 1965 in response to California's increased rate of urbanization and the need to preserve open space and parkland for growing communities. Prior to subdividing a parcel of land, the developer must dedicate a portion of land and/or pay a fee for the purpose of providing park and recreational facilities to serve future residents of the property being subdivided.

The City of Compton has 19 parks and recreation facilities that provide approximately 76.32 acres of parkland and recreation space for the community. In addition to the parkland, the Compton Creek bike path provides about five miles of biking and walking paths alongside the Compton Creek. The CUSD contributes playing fields and facilities to the City's population for the use of fields and recreational activities. The only park within the Plan Area is Wilson Park located less than a ten-minute walk from the Compton Metro Station, accessible via East Palmer Street. Wilson Park provides amenities such as a community banquet room, recreation rooms, outdoor picnic area, and a multipurpose field including outdoor fitness equipment. There are two city parks – Walter Tucker Park and Raymond Street Park – situated across from Compton Creek which runs to the southwest of the Plan Area. Walter Tucker Park is nearly five acres and consists of a multipurpose field and recreation meeting rooms, while Raymond Street Park is two and a half acre children's playground.

There are two regional parks located within a five-mile radius from the Plan Area. Hollydale Regional Park is located approximately three miles to the northeast of the Plan Area in South Gate and serves as a local recreation spot with athletic fields, basketball and tennis courts. It is accessible via the 125 bus east and then walking approximately a mile north. Victoria Community Regional Park is a 36-acre recreation area featuring a gym, heated pool, cricket fields, and 18-hole golf course. It is located approximately four miles southwest of the Plan Area. It is accessible via the Metro A Line south to Artesia then either the 6 or 15 bus west.

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 three acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population is approximately 95,740 residents in 2020, that would mean the City needs to provide 287 acres of park space per the Quimby Act. However, as noted the City only has 76 acres of parkland available; therefore, the City is experiencing a park deficit.

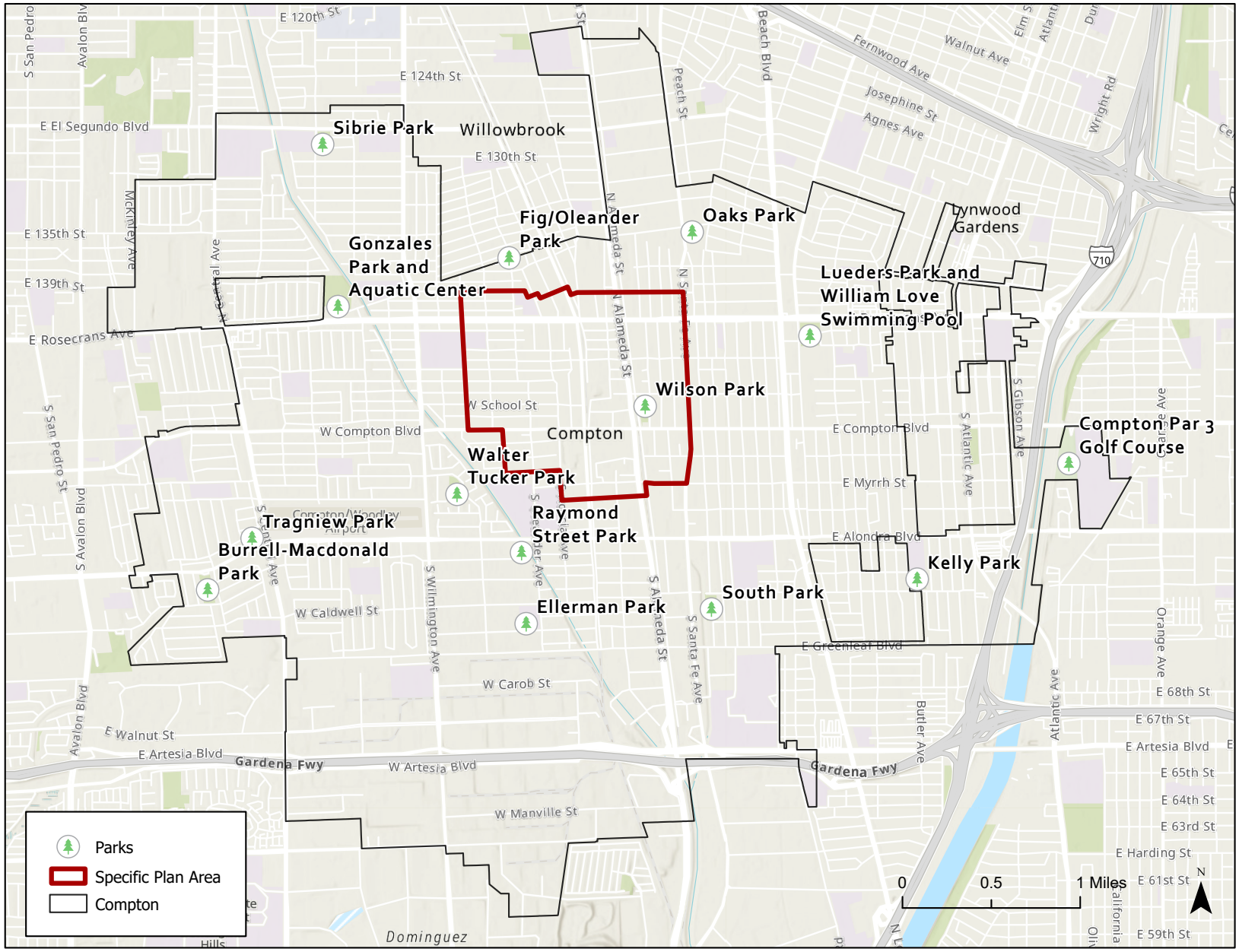
Table 3.11-3
Public Parks and Recreational Facilities Located in the City of Compton

Name	Location	Facilities	Park Acreage
Ellerman Park	400 Block West Bennett Street	Kids and toddler playground, multipurpose field	1.8
Fig/Oleander Park	Fig Street and Oleander Avenue	Children's playground apparatus	0.8
Oaks Park	1812 N. Santa Fe	Kids and toddler playground, multipurpose field, outdoor basketball	2.4

Name	Location	Facilities	Park Acreage
		court	
Raymond Street Park	400 Block West Raymond Street	Kids and toddler playground, baseball diamond	2.5
Sibrie Park	1300 West El Segundo	Kids and toddler playground, baseball diamond, multipurpose field	3.8
South Park	Chester and Caldwell	Baseball diamond and multipurpose field	4.83
Tragniew Park	2121 West Alondra Boulevard	Outdoor basketball court, multipurpose field, tennis courts, kids and toddler playground	4.5
Walter Tucker Park	650 West Laurel Street	Kids and toddler playground, multipurpose field, recreation meeting rooms	4.9
Sibrie Park	1300 West El Segundo	Kids and toddler playground, baseball diamond, multipurpose field	3.8
South Park	Chester and Caldwell	Baseball diamond and multipurpose field	4.83
Tragniew park	2121 West Alondra Blvd	Outdoor basketball court, multipurpose field, tennis courts, kids and toddler playground	4.5
Walter Tucker Park	650 West Laurel Street	Kids and toddler playground, multipurpose field, recreation meeting rooms	4.9
Burrell-MacDonald Park	2516 West Alondra Boulevard	Community banquet room with stage, recreation rooms, outdoor basketball court, children's playground, multipurpose field, outdoor exercise equipment	5.0
The Compton Par 3 Golf Course	6400 East Compton Boulevard	Golf course	---
Douglas F. Dollarhide Community Center	301 N. Tamarind Avenue	Banquet hall, conference room, meeting rooms, fitness gym, computer lab, recreation and media room	---
Gonzales Park and Aquatic Center	1101 West Cressy Street	Aquatic center, training facility, outdoor fitness equipment, stadium, recreation rooms, community banquet room, children's playground	14.06
Kelly Park	2319 East Caldwell Street	Community banquet room with stage, baseball diamond, multipurpose field, recreation rooms, outdoor	3.8
Lueders Park and William Love Swimming Pool	1500 East Rosecrans Avenue	Community banquet room, gymnasium, outdoor fitness equipment, multipurpose field, aquatic center, children's playground, recreation rooms, gazebo picnic area	6.0

Name	Location	Facilities	Park Acreage
Wilson Park	123 N. Rose Street	Community banquet room with stage, picnic area, multipurpose field, outdoor basketball court, recreation rooms, gym, skate park, children's playground, outdoor fitness equipment	3.9
		Total Parkland	**76.32**

Source: City of Compton Recreation Facilities. Available online at: http://www.comptoncity.org/depts/parks/facilities/default.asp, 2021



SOURCE: Esri 2022, County of Los Angeles 2022

FIGURE **3.11-4**

IMPACT SCIENCES

Parks in Compton

3.11.5.2 Regulatory Framework

State

Quimby Act of 1965

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map. Under the Quimby Act, requirements for parkland dedications are not to exceed three acres of parkland per 1,000 persons residing within a subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit.

California Public Park Preservation Act of 1971

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act of 1971 (Pub. Resources Code, §§ 5400–5409). Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

State Open Space Standards

State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the State to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction." The following open space categories are identified for preservation:

- **Open space for public health and safety**, including, but not limited to, areas that require special management or regulation due to hazardous or special conditions.
- **Open space for the preservation of natural resources**, including, but not limited to, natural vegetation, fish and wildlife, and water resources.
- **Open space for resource management and production**, including, but not limited to, agricultural and mineral resources, forests, rangeland, and areas required for the recharge of groundwater basins.

- **Open space for outdoor recreation,** including, but not limited to, parks and recreational facilities, areas that serve as links between major recreation and open space reservations (such as trails, easements, and scenic roadways), and areas of outstanding scenic and cultural value.

- **Open space for the protection of Native American sites**, including, but not limited to, places, features, and objects of historical, cultural, or sacred significance such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in California Public Resources Code Sections 5097.9 and 5097.993).

Mitigation Fee Act

The California Mitigation Fee Act, Government Code sections 66000, *et seq.*, allows cities to establish fees to be imposed on development projects for the purpose of mitigating the impact of development on a city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act a City must follow the following primary requirements: (1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; (2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; (3) For fees that have been in the possession of a City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year.

Local

City of Compton General Plan

The City of Compton General Plan states the following goals and policies within its Conservation/Open Space/ Parks and Recreation Element and Land Use Element related to Parks and Open Space:

Conservation Element Goal 4.0: Develop anil maintain a balanced system of open space, public parks, and recreational facilities.

Policy 4.1 Provide active and passive park and recreational facilities, based on the distribution of population within the City, to serve the needs of residents of all ages, economic levels, and physical conditions.

Policy 4.2 Update the City's Quimby Ordinance, and increase the required dedication or in-lieu fee to 3.0 acres per thousand persons.

Policy 4.3 Upgrade existing park facilities to improve park use and appearance.

Policy 4.4 Create opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad rights-of-way.

Policy 4.5 Pursue opportunities for the creation of additional open space and parkland whenever available.

Policy 4.6 Actively pursue all available sources of financing for parkland acquisition and maintenance.

Policy 4.7 Encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities.

Policy 4.8 Develop and maintain a public parkland master plan which identifies City open space and recreational needs

Policy 4.9 Increase access 10 all City open spaces and recreational areas, including for the disabled and those who depend on public transit

Policy 4.10 Coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands.

Policy 4.11 Continue to locate new police stations on the periphery of public parks, and increase police patrols of other parts.

Land Use Goal 2.0: Maintain a balanced and diversified distribution of land use in Compton.

Policy 2.7 Provide sufficient part land and open space resources to meet the community's diverse needs.

3.11.5.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan

could result in significant impacts due to the use of recreational facilities, if any of the following would occur:

- 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 parks. (This threshold is addressed within the two thresholds below)

- 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.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Methodology

The need for or deficiency in adequate park and recreation facilities to serve the residents or users of the Specific Plan or the City is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional recreational services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing recreational facilities and parks caused by the Proposed Plan is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of park services provided to the residents or users of the Specific Plan and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to park and recreational services is based on whether a significant impact will result from the construction of new or altered park and recreational facilities or where existing park and recreational facilities will be substantially physically deteriorated as a result of the implementation of the Proposed Plan.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plan and assesses whether existing and planned public parks and recreational facilities expected to serve the Specific Plan Area would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; and whether the Proposed Plan will result in substantial physical deterioration to park and recreational facilities.

3.11.5.4 Environmental Impacts

REC-1 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 nineteen local parks totaling almost 76.32 acres.[20] 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 three acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population is approximately 95,740 residents in 2020, that would mean the City needs to provide 287 acres of park space per the Quimby Act. However, as noted the City only has 76 acres of parkland available; therefore, the City is experiencing a park deficit.[21]

Construction

Construction activities associated with buildout of the project would not impact the existing parks and recreation facilities or increase the permanent population in the specific plan area. Thus, no impacts to the existing parks and recreation facilities would occur during construction.

Operation

Buildout of the project would include the construction of 2,178 residential units. With the addition of these residential units, the residential population is expected to grow by 9,236 residents.

As shown in **Table 3.11-3**, **Public Parks and Recreational Facilities Located in the City of Compton**, the Department maintains 76.32 acres of public parkland throughout the City. Currently, Wilson Park, a 3.9-acre park featuring a picnic area, skate park, recreation rooms, and gymnasium, is the only park located within the Specific Plan area, located approximately a quarter mile east of Compton Station. Other parks in the City would also be accessible to residents of the Plan area.

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20 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.

21 Ibid.

The City of Compton has an existing open space deficiency with a ratio of 0.6 park acres per 1,000 residents.[22] The Quimby Act has a standard of three acres of parkland for every 1,000 residents, a standard that would require at least 285 acres to meet the needs of the existing population in the City of Compton. Combining the 76.32 acres of parkland and the five miles of bike path, the City has a current parkland deficiency of 203.68 acres.

With a ratio of 0.6 park acres per 1,000 residents, the City does not meet the Quimby Act's recommended standard. Based upon the anticipated population generated by the Specific Plan and amount of open space that would be provided upon its implementation, the City's ratio of public parks to residents would be approximately 0.7 acres per 1,000 residents, which is below the Quimby Act standard. With implementation of the Specific Plan, development standards would require common open space in residential developments that would offset the impacts to existing park facilities. These standards dictate the ratio of open space per residential unit in different zones. Open space per zone may be 100 feet or 200 feet per residential unit depending on the zoning designation. For instance, downtown development standards require 100 feet of open space per residential until while residential urban zoning requires 200 feet of open space per unit. The open space can be in the form of private or common open spaces, with up to 20% of the requirement may be met through publicly accessible on-site open space. Under the Specific Plan, open space will be added according to these standards as projects are constructed, increasing the amount of open space available and decreasing demand for offsite open space.

In addition, the Specific Plan (Chapter 5.0 Mobility and Parking) includes design measures and policies for paseos, plazas, and public spaces to be incorporated in the Plan area, as well as a plan to close Alameda East and maintain it as a greenway. While these improvements would not directly increase the total parkland acreage located in the Plan area, these uses would provide additional areas within the Plan area that could be used for passive recreation activities. Paseos would include landscaping and public art and provide pedestrian walkways between alleys and primary roadways, while public plazas would provide opportunities for interaction between residents. In addition to these permanent improvements, the Specific Plan includes policies to create temporary recreational spaces and activities such as street closures for community events, farmer's markets, and/or parades. Although these temporary recreational spaces would not increase the total parkland acreage throughout the specific plan area, they would add to the existing number of recreational activities offered in the City.

The City of Compton Recreation Department (Department) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. Development projects are

22 Los Angeles County Parks and Recreation Department, 2016.

expected to 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. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. In lieu of paying the fees associated with residential development, project applicants/developers would have the option to dedicate land to be used for public parkland. As stated above, project applicants/developers would be required to dedicate three acres per 1,000 residents. Moreover, while no specific projects are being proposed at this time, the Specific Plan has identified a future possibility of turning open space into parkland. **Chapter 7.7** of the Specific Plan identifies capital projects, funding sources, and jurisdictional levels of responsibility. Project number 7 calls for the conversion of open space to neighborhood park through park fees and financing districts with jurisdictional responsibility through the City, County and State. This provision allows the possibility of such conversion to assist the City in its park deficiency through implementation of the Specific Plan. Although the City has identified there is a deficit of parkland within the City, the project includes provisions for public open space that would help to relieve the burden on existing parks. Further, as new development is proposed, project applicants/developers would be required to pay fees or dedicate parkland to satisfy their obligation to the City. Therefore, the future development projects 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.

REC-2 **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

Less than significant

Construction and operation of additional park and recreation facilities could impact aesthetics (including night lighting), air quality, cultural resources, geology, land use, noise, transportation, utilities, and other environmental issues. It is anticipated that the Specific Plan would result in the demand for new park and recreation facilities and that such facilities would have the potential to physically affect the surrounding environment. As discussed above, Section 5.0 of the Specific Plan incorporates policies encouraging the development of paseos, plazas, and public spaces which could be used for recreation use. The environmental effects that could result from the construction of the proposed recreational facilities (including impacts to adjacent properties and exposure of sensitive receptors to pollutant concentrations) would be reduced to less than significant levels through construction-related mitigation measures identified throughout this EIR in Section 3.2 Air Quality and Section 3.9 Noise, and measures identified in

the Specific Plan. Therefore, the project would not result in adverse physical effects on the environment from construction or expansion of additional recreational facilities.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Cumulative Impacts

Buildout of the Specific Plan and related projects would result in population growth in the Specific Plan area that would result in increased usage of the City's parks and recreation facilities. Similar to residential projects included in the Specific Plan, related residential projects would be required to provide parkland acreage or pay the City's park developer fee. Revenue generated from the park developer fee could be used towards the development and construction of new park and recreation facilities and maintenance or expansion of current facilities. As stated above, future development would be subject to CEQA evaluation, including reducing significant impacts to a less than significant level when possible. Thus, implementation of the Plan would not result in cumulatively considerable impacts to the City's park and recreation facilities. No mitigation is required.

3.11.6 REFERENCES

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3.12 TRANSPORTATION

INTRODUCTION

The purpose of this section is to address the potential transportation impacts associated with the proposed specific plan.

On September 27, 2013, Governor Edmund G. "Jerry" Brown signed Senate Bill (SB) 743, which went into effect in January 2014 and directed the Governor's Office of Planning and Research (OPR) to develop revisions to the California Environmental Quality Act (CEQA) Guidelines by July 1, 2014, to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic level of service (LOS). This started a process that has changed the requirements for transportation impact analyses under CEQA. These changes include elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as a basis for determining significant transportation impacts resulting from land use projects and plans in California.

On January 20, 2016, the Governor's Office of Planning and Research (OPR) released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, which had been released on August 6, 2014. Of particular relevance was the updated text of State CEQA Guidelines Section 15064.3, which as discussed further below establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives. VMT analysis shifts the focus towards impacts caused by the distance traveled by vehicles rather than the localized congestion created by vehicles. Comparative scenarios of VMT are used to demonstrate the effect of land use or transportation projects by calculating total auto VMT divided by population and/or employment to determine the "efficiency" of the transportation system in moving persons with the fewest VMT. Even when new projects result in additional VMT, due to growth and population and employment, they could result in lower VMT efficiency as the numerator (VMT) would be relatively lower than the denominator (persons). This would occur if persons drove shorter distances, carpooled more, or switched trips to non-auto modes such as walking, biking and transit.

The Guidelines became effective on July 1, 2020. As such, automobile delay as measured by LOS or similar metrics is no longer to be considered a significant environmental impact. Further, Section 21099(a)(2) of the Public Resources Code states "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." Therefore, as LOS is no longer an environmental impact under CEQA, all analysis provided in this section related to LOS is presented for

informational purposes only, and not for the purpose of determining a significant environmental impact under CEQA.

The contents of this section represent a summary of Traffic Impact Analysis (TIA) for Proposed Compton TOD Specific Plan, prepared for the proposed specific plan by Iteris. In accordance with SB 743 and the CEQA Guidelines, the TIA identified the changes in vehicles miles travelled (VMT) associated with the Compton TOD Specific Plan. The TIA is provided in ***Appendix 3.12*** *in this PEIR.*

3.12.2 ENIRONMENTAL SETTING

3.12.2.1 Existing Transportation Network

This section describes the existing conditions within the Specific Plan Area in terms of roadway facilities, transit service and traffic operating conditions, and alternative transportation facilities.

Freeways

Compton is located between the I-110, I-105, I-710, and CA-91 freeways. Freeway access to the Plan Area is provided to I-110 by Compton Boulevard, to CA-91 by Alameda Street and Santa Fe Avenue, and to I-710 by Rosecrans Avenue.

Street Classification

The City of Compton circulation system consists of a network of local streets providing access to the arterial highway system, which in turn provides access to the regional freeway system. The Circulation Element's Master Plan of Streets and Highways classifies important roadways in the vicinity of the Plan area in the following categories:

- **Major Highway** – A Major Highway is the highest capacity street within the City's street system. Major Highways are designed to carry high volumes of traffic primarily for through trips. They serve as the principal connectors from lower classification streets to the freeway system and other regional routes. The standard calls for 100 feet of right-of-way and four to six travel lanes within a minimum 80-foot wide, curb-to-curb paved street section. The right-of-way and paved road width can be increased at and near intersections to allow for median strips and extra turn lanes. Major highways in the Plan area include Rosecrans Avenue and Santa Fe Avenue.

- **Secondary Highway** – Secondary highways connect major highways to collector and local streets and are intended to carry relatively high traffic volumes for both through and local trips. A secondary highway consists of 80 feet of right-of-way and four travel lanes within a 60-foor curb-to-curb paved

section. Secondary highways in the Plan area include Compton Boulevard, Willowbrook Avenue, and Mona Boulevard.

- **Standard Collector** – Standard collectors serve the City's major industrial and commercial areas and high density residential developments and are designed to carry moderate to relatively high volumes of traffic to the secondary and major highways, while avoiding lower density residential neighborhoods.

- **Residential Collector** – Residential collectors accommodates moderate traffic volumes and is intended to carry residential traffic from the neighborhoods to schools, parks, and shopping areas.

- **Local Streets** – Local streets are designed to carry low volumes of local (non-through) traffic. Locals connect to collectors and highways for through trips. Standards for focal streets are variable, given the variety of residential subdivisions which have been developed since Compton incorporated as a City.

Roadway Descriptions

Rosecrans Avenue is an east-west major highway with two travel lanes in each direction and a planted median. The speed limit is 40 miles per hour in the Plan area.

Santa Fe Avenue is a north-south major highway with two travel lanes in each direction and a median turn lane. It has a width of 100 feet. The speed limit is 40 miles per hour in the Plan area.

Compton Boulevard is an east-west secondary highway with two travel lanes in each direction. The speed limit is 35 per hour in the Plan area.

Alameda Street is a north-south collector split into two corridors with the same name, separated in the middle by the Alameda Corridor grade-separated railroad trench. The western roadway is the major roadway of the two, has a width of 65 feet, and provides four travel lanes. The speed limit is 35 per hour in the Plan area.

Willowbrook Avenue is separated by the Metro Blue Line and has two parallel corridors within the same name. It is a north-south collector. The roadway width is 65 feet and has two travel lanes in each direction. The speed limit is 35 per hour in the Plan area.

Transit Service

Several public transit options are available within the boundaries of the specific plan area including Los Angeles Metro rail and bus service, and the Compton Renaissance Transit System. A brief discussion of the routes located in the specific plan area is provided below.

Metro A Line

The Metro A Line (Blue) provides all-day, frequent rapid transit access from two stations in the City, Compton and Artesia Stations, to the Los Angeles metropolitan area including Downtown Los Angeles, and Downtown Long Beach. It recently underwent a $1 billion refurbishment to improve speed, reliability, and customer experience.

Metro Local Bus Service

- **Route 3** provides service between the MLK Transit Center and Redondo Beach along Alameda St and Alondra Blvd in the Plan area.
- **Route 125** bus line runs east west between Norwalk Station and the City of El Segundo along Rosecrans Avenue.
- **Route 127** provides service between the MLK Transit Center and Figueroa and 117th St.
- **Route 202** bus line runs north-south between the Willowbrook/Rosa Parks Station and Del Amo Station via Greenleaf Blvd, Alameda St, Artesia Blvd, and Acacia St.

Compton Renaissance Transit System

The Renaissance Transit system is a fixed-route bus system that serve the City. The system has five routes that operates in a loop pattern, on a Monday to Saturday service schedule. All five lines run through the Plan area.

Pedestrian Facilities

Existing pedestrian facilities along the major corridors consist of traditional sidewalks and pedestrian street crossings, many of which use decorative, colored paving stones to more effectively demarcate pedestrian space. These enhanced pedestrian crossings are used at the majority of signalized intersections along major corridors within the Plan area, with a few exceptions such as on Compton Boulevard at Douglas Dollarhide Drive, Santa Fe Avenue at Laurel Street, and Myrrh Street and Acacia Avenue.

At unsignalized intersections both on and off major corridors, pedestrian crossings are generally unmarked, or if marked, tend not to use high-visibility crosswalks or other enhancements to improve pedestrian safety. Exceptions to this include crosswalks within school zones. Pedestrian curb ramps are generally present at intersections regardless of the presence of marked crosswalks, with tactile warning curb ramps intermittently present.

Pedestrian connections to the Metro A Line Compton Station are well-developed on the east, north, and south of the station platform, connecting to Compton Town Center and Renaissance Plaza shopping centers, Compton Boulevard and the Compton Civic Center, and residential areas to the north along Willowbrook Avenue East. However, there are no pedestrian connections across the Metro A Line tracks to the residential neighborhoods to the west, forcing pedestrians to first have to use Elm Street or Compton Boulevard to connect to Compton Station.

Bicycle Facilities

Current bicycle facilities within the Plan area include Class II bike lanes on Compton Boulevard east of Willowbrook Avenue in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue.

3.12.2.2 Baseline Vehicle Miles Traveled (VMT)

The City of Compton has not adopted a local VMT threshold but anticipates establishing a threshold as part of a comprehensive General Plan update and Program EIR currently underway. The County of Los Angeles has adopted guidance in accordance with OPR that suggests the minimum reduction standard threshold land use plans is 16.8 percent below existing VMT per service population, the total VMT per service population for the South County Area is 31.1.[1] VMT is calculated by travel demand models, which use similar methodologies and inputs of socioeconomic data, transportation networks, and travel pattern surveys to calculate weekday VMT. While the specific values of VMT may vary from model to model and model year to model year, generally the models are consistent in their magnitude of comparison between different geographic units and in their assessment of the VMT characteristics of projects.

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1 Los Angeles County Public Works, Transportation Impact Analysis Guidelines, July 23, 2020 https://pw.lacounty.gov/traffic/docs/Transportation-Impact-Analysis-Guidelines-July-2020-v1.1.pdf

The Plan's existing conditions are based on a 2021 Notice of Preparation which sets 2021 as the baseline for the transportation analysis. Based on SCAG's 2020 Connect SoCal Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS, Connect SoCal) Growth Forecast projections and California Air Resources Board's EMFAC model, the 2021 baseline VMT per capita for the County of Los Angeles would be 17.06 miles. The City of Compton VMT per capita is calculated as 14.32 VMT per capita.

3.12.3 REGULATORY FRAMEWORK

3.12.3.1 Federal Regulations

Federal Clean Air Act (CAA) Transportation Conformity

Congress passed the first major CAA (42 U.S. Code [USC] 7506(c)) in the 1970s which give EPA primary responsibility to regulate mobile and stationary sources of emissions and direct states to develop State Implementation Plans (SIPs) and required conformity determinations for areas designated nonattainment against the National Ambient Air Quality Standards (NAAQS), which included Ventura County. Conformity analysis and determination can be done at a regional level. SCAG provides a regional transportation conformity analysis in the Plan to address all nonattainment areas within the six county-region. The regional conformity determination is updated every 4 years with the RTP and associated FTIP and is done as a part of the project-level conformity process for regionally significant projects as they occur. A hot spot analysis is provided to confirm that the project will not cause or worsen a localized violation of the standard for carbon monoxide (CO) or particulate matter (PM10 and/or PM2.5) in the existing nonattainment area. For more information, refer to **Section 3.2 Air Quality**.

Metropolitan Transportation Planning

The provisions of Title 23 USC Section 134 et seq. provides direct authority for Metropolitan Planning Organizations (MPOs) such as SCAG to act as a regional transportation planning organization with direct responsibility for carrying out the Regional Transportation Plan (RTP). SCAG is tasked with carrying out the transportation planning process and adopting long-range transportation plans. Collaborating with state and public transportation operators, SCAG undertakes a performance-driven, outcome-based approach to planning for the six county regions. SCAG must prepare a transportation plan to be updated every four years, including identification of transportation facilities and factors for each mode of non-motorized transport to major roadways, transit, multimodal and intermodal facilities, and connectors that should function as an integrated system serving regional transportation functions. The scope of transportation planning process is to provide consideration of projects and strategies that will achieve the following objectives (23 U.S.C. Section 134(g)(3)(A)):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency of and reliability of the transportation system, and reduce stormwater impacts of surface transportation; and
- Enhance travel and tourism

Fixing America's Surface Transportation Act (FAST)

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21.[2] It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.[3] The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

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2 The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012 (PL 112-141).

3 Federal Highway Administration. *Fixing America's Surface Transportation Act*. Available at: https://www.fhwa.dot.gov/fastact/, accessed December 18, 2018.

Under the FAST Act and its predecessors, MPOs such as SCAG must prepare long-range transportation plans and update them every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Per federal requirements, long-range transportation plans must:

- be developed through an open and inclusive process, that ensures public input; seeks out and considers the needs of those traditionally underserved by existing transportation systems;
- consults with resource agencies to ensure potential problems are discovered early in the planning process;
- be developed for a period of not less than 20 years into the future; long-range transportation plans must reflect the most recent assumptions for population, travel, land use, congestion, employment and economic activity;
- have a financially-constrained element, transportation revenue assumptions must be reasonable, and the long range financial estimate must take into account construction-related inflation costs;
- include a description of the performance measures and performance targets used in assessing the performance of the transportation system;
- include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally-developed measures;
- conform to the applicable federal air quality plan, called the State Implementation Plan, for ozone and other pollutants for which an area is not in attainment; and
- consider planning factors and strategies in the local context.

3.12.3.2 State and Regional

Senate Bill 743

Senate Bill 743 (SB 743) was enacted in 2013 and became effective in July 2014. It requires OPR and the Natural Resources Agency to amend the *CEQA Guidelines* through developing criteria for determining the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less (Pub. Res. Code § 21099(b).).

Starting on July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact. This change is intended to help the State achieve climate commitments, preserve the environment, improve health and safety and boost the economy by prioritizing co-located jobs, services, and housing. It will also reduce the time spent in cars to get places and provide more choices for how people travel, which will help to promote business, provide access to opportunity, and improve the quality of life across California.

Senate Bill 375

Senate Bill 375 (SB 375) requires metropolitan planning organizations (MPOs) to prepare a SCS that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets through integrated land use, housing and transportation planning. Specifically, the SCS must identify a transportation network that is integrated with the forecasted development pattern for the plan area and will reduce GHG emissions from automobiles and light trucks in accordance with targets set by the California Air Resources Board. The targets for SCAG are a 9 percent reduction in per capita transportation by 2020 and 16 percent by 2035.

California Vehicle Code (CVC)

The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

3.12.3.3 Local and Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans (SCAG 2018).

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. SCAG adopted its currentRTP/SCS in September 2020.

As part of the state's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools to achieve reductions in GHG emissions at the regional level through reduced per-capita VMT. The goals included in Connect SoCal are as follows:

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
- Leverage Technology Innovations
- Support Implementation of Sustainability Policies
- Promote a Green Region

Los Angeles County OurCounty 2020 Climate Action Plan

Los Angeles County's Climate Action Plan, "OurCounty," was adopted in 2015 and called to reduce the impacts of climate change by reducing greenhouse gas (GHG) emissions from community activities. The Plan promotes transit-oriented communities, the reduction of single occupancy vehicle trips, and dramatically increasing the number of trips by taken by transit, biking, walking, or micro-mobility. The following goals and policies are specific to transportation impacts of developments:

Goal 8: Circulation System. A convenient, safe, clean, and affordable transportation system that enhances mobility and quality of life while reducing car dependency

Strategy 8A Reduce VMT by prioritizing alternatives to single-occupancy vehicles

Strategy 8B Improve transportation health and safety outcomes

VMT Targets

- **2025 Target** – Reduce VMT per capita to 20 miles by increasing new housing built within ½ mile of high frequency transit to 50%

- **2025 Target** – Reduce VMT per capita to 15 miles by increasing new housing built within ½ mile of high frequency transit to 65%

- **2035 Target** – Reduce VMT per capita to 10 miles by increasing new housing built within ½ mile of high frequency transit to 75%

The Climate Action Plan is in the process of being updated.

City of Compton General Plan Circulation Element

The following goals and policies of the *City of Compton General Plan* are applicable to the proposed Compton TOD Specific Plan project.

Circulation Goal 1. Participate in regional transportation planning efforts to support consistency with the goals of the City's General Plan.

Policy 1.1. The City of Compton will participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City of considered.

Policy 1.2. City of Compton will participate in the development of the sub-regional Sustainable Community Strategy (SCS) being prepared by the Gateway Cities Council of Government to ensure that the City of Compton is represented in the development of the SCS.

Policy 1.3. The City of Compton will comply with the adopted Los Angeles County Congestion Management Plan (CMP).

Policy 1.4. The City of Compton will participate with the Los Angeles County Airport and Use Commission in their land use planning efforts for Compton Airport.

Policy 1.5. The City of Compton will coordinate with the Los Angeles County Metropolitan Transportation Authority, the cities of Gardena and Long Beach, and Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

Circulation Goal 2. Maintain a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton.

Policy 2.1. The City of Compton will maintain the street system in accordance with the Circulation Element Roadway Classifications and Standards.

Policy 2.2. The City of Compton will adhere to established development standards and street cross section standards for all roadway improvements.

Policy 2.3. The City of Compton will promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

Policy 2.4. The City of Compton will discourage "spillover" traffic on residential neighborhoods.

Policy 2.5. The City of Compton will enforce the ordinance limiting truck traffic to designated truck routes.

Policy 2.6. The City of Compton will review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Circulation Goal 3. Improve infrastructure for public transportation, bicycle, and pedestrian transportation modes.

Policy 3.1. The City of Compton will maintain and promote the Martin Luther King Jr. Transit Center as a multi-modal transit stop.

Policy 3.2. The City of Compton will encourage new large-scale commercial and residential projects to incorporate bus bays, bus shelters, transit stops, bicycle racks, and other similar features that promote the use of alternative forms of transit into project design.

Policy 3.3. The City of Compton will work with the Los Angeles County Metropolitan Transportation Authority to provide sheltered, clearly marked, and safely located bus stops.

Policy 3.4. The City of Compton will encourage 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 Goal 4. Provide adequate, properly designed off-street parking facilities for all types of development.

Policy 4.1. The City of Compton will require new development projects to provide parking facilities with zoning code requirements that are convenient and safe.

Policy 4.2. The City of Compton will promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

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

Policy 2.8. The City of Compton will locate higher density residential development in close proximity to public transportation, municipal services, and recreation.

City of Compton Bicycle Plan

The City of Compton Bicycle Plan states that Compton strives to be one of the most bikeable, livable and age-friendly cities in the United States and to provide a safe, beautiful, and connected system of bikeways, making the healthy choice the easy choice for all ages and abilities. Bicycling should be part of Compton residents' daily routine.

As a historic transportation hub within Los Angeles County, Compton should provide residents with transportation choices that capitalize upon the City's multi-modal infrastructure. Rather than replace travel by public transit, bicycling can complement these trips by enabling easier access to transit and providing alternatives for the first and last miles of trips. Improving connections to Metro Blue Line stations, in particular, would encourage Blue Line riders to bicycle to and from Compton Station and Artesia Station. In this way, rates of bicycling and transit use can increase in tandem in the future.[4]

4 http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25823

3.12.4 IMPACTS AND MITIGATION MEASURES

Thresholds of Significance

The following thresholds for determining the significance of impacts related to transportation are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts, if any of the following would occur:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

Methodology

CEQA Guidelines Section 15064.3(b) provides considerations for evaluating a project's transportation impacts. Land Use Projects (b)(1) are evaluated through Vehicle Miles Traveled (VMT). Generally, projects within one-half miles 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.[5] Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Los Angeles County guidelines state daily vehicle trips, daily VMT, and daily total VMT per service population for land use plans should be estimated using the SCAG RTP/SCS Travel Demand Forecast Model. Transportation demand management strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

The base year SCAG RTP/SCS travel demand model with a base year of 2018 was used to calculate the baseline Plan area and City of Compton area VMT which was divided by the service populations (residents and employees) to obtain a value of VMT per service population. It should be noted the traffic analysis zone (TAZ) structure of the travel demand model for the City of Compton includes some

5 California Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. 2018. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed March 17, 2022.

adjacent unincorporated areas, therefore the population and employment values for the group of TAZs for the City of Compton area are greater than the totals for the City proper, and may therefore vary slightly from US Census or other data sources provided within this PEIR. However, since the metric of analysis is the indexed VMT per service population rather than the absolute VMT values, the slight differences in analysis boundaries as compared to City values are indistinguishable from each other and do not affect the analysis.

3.12.5 ENVIRONMENTAL IMPACTS

Impact TRA-1 **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.**

Less Than Significant

As described in Section 2.0 Project Description, the goals of the Specific Plan are to facilitate transit-oriented development in the Plan area and improve accessibility and safety. These goals align with the goals of Connect SoCal, RHNA, OurCounty 2020 Climate Action Plan, the Compton General Plan, and the City's Bicycle Plan.

Connect SoCal identifies Priority Growth Areas (PGAs) to follow the principles of center focused placemaking. This approach focuses growth and investment in areas that are pedestrian oriented, human-scaled, and contain a mix of uses and housing types, such as Transit Priority Areas (TPAs). Center focused placemaking attempts to create places where people want to live, work, and play in locations that support multimodal mobility. These are locations where many Connect SoCal strategies can be fully realized. Connect SoCal's PGAs include job centers, transit priority areas, HQTAs, neighborhood mobility areas, livable corridors, and spheres of influence. The Specific Plan is located in a Connect SoCal priority growth area which supports focusing regional growth in areas with planned or existing transit stops, which is key to achieving equity, economic, and environmental goals. It is located within an HQTA and conforms with the aligned transportation and housing planning used to develop the RHNA allocation. The Plan furthers development of housing within ½ mile of high frequency transit (Metro A Line) and supports the County's Climate Action Plan goals and targets to reduce VMT and GHG emissions. The Plan supports the Compton Bicycle Plan by planning for creating multi-modal linkages to Compton Station, and by developing pedestrian and bicycle-friendly environments in the station area through crossing improvements and bicycle parking. Therefore, the Specific Plan does not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Impact TRA-2 Conflict or be inconsistent with *CEQA Guidelines* section 15064.3(b).

Less Than Significant Impact.

For land use projects, the intent of this threshold is to assess whether a land use or plan causes substantial vehicle miles traveled. Pursuant to the December 2018 *OPR Technical Advisory*, lead agencies have the discretion to choose the most appropriate methodology for evaluating project VMT. For this Plan, the analysis uses thresholds from the County of Los Angeles. The Los Angeles County Traffic Analysis Guidelines includes screening criteria that is used to determine compliance with *CEQA Guidelines* Section 15064.3(b) and whether the Specific Plan adequately reduces total VMT. The screening criteria include:

- Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?
- Does the project have a Floor Area Ratio less than 0.75?
- Does the project provide more parking than required by the County Code?
- Is the project inconsistent with the SCAG RTP/SCS?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

The Specific Plan includes the Metro A Line Compton Station and the surrounding area within one half mile. Much of the Plan's anticipated development is within approximately 3,000 feet from the station, within the Downtown Core, Civic Center and Historic Districts, and improved street connections would increase pedestrian access to the station. The anticipated development has a Floor Area Ratio (FAR) of greater than 0.75 and the provided parking will be below what is required by the County and City code. The Specific Plan is consistent with the SCAG RTP/SCS by providing infill development in a HQTA, and it increases the number of housing units in the Plan area and does not replace any lower income households. As a result, the Specific Plan is presumed to have a less than significant impact.

Although no further analysis is needed according to *CEQA Guidelines* Section 15064.3(b), the following analysis was conducted for informational purposes. Iteris, Inc. conducted a VMT Analysis based on implementation of the Specific Plan. As shown in **Table 3.12-1**, the baseline Plan area daily VMT per service population is 16.4, which is lower than the City area's VMT per service population of 17.2.

Table 3.12-1
Baseline VMT Per Service Population

Area	Total Home-based VMT per day	Total Work-based VMT / day	Total VMT / day	Residents	Employees	Service Population	VMT/Service Population
TOD Area	578,018	292,174	870,192	40,766	12,182	52,948	16.4
City of Compton Area	1,736,343	760,714	2,497,057	115,811	29,187	144,998	17.2

The Plan would generate about 126,884 total VMT. **Table 3.12-2** shows the future year 2040 No Project scenario, which includes cumulative development and transportation infrastructure and services outside of the Plan area. This scenario demonstrates how the Plan area would grow without implementation of the Plan, its resulting new residents and employees and their travel patterns. Future year 2040 with Project scenario is shown in **Table 3.12-3**, which includes the Specific Plan as well as cumulative development and transportation infrastructure and services outside of the Plan area. Under the Future Year 2040 No Project scenario VMT per service population would be reduced by approximately eight percent in both the Plan area and the City of Compton to 15.2 and 15.9 respectively from future planned

changes in planned development and transportation facilities that would change travel patters to reduce vehicle travel distance and use of non-vehicle modes throughout the southern California region.

The Plan scenario decreases VMT per service population even further to 14.7 and 15.8 respectively since it would add transit-oriented residences and employment and increase the utilization of non-vehicle modes of travel. Implementation of the Specific Plan is forecast to reduce VMT per service population in the Plan area by approximately three percent and the VMT per service population in the City of Compton area by 0.5 percent, when compared to the No Project scenario. This is due to the increase in the forecasted population and employment in the Plan area which is located adjacent to a transit station, which would increase the potential for transit ridership

Table 3.12-2
Future Year 2040 No Project VMT Per Service Population

Area	Total Home-based VMT	Total Work-based VMT	Total VMT	Residents	Employees	Service Population	VMT/Service Population
TOD Area	551,662	289,072	840,734	41,976	13,506	55,482	15.2
City of Compton Area	1,671,603	752,359	2,423,962	120,549	32,221	152,770	15.9

Table 3.12-3
Future Year 2040 with Plan VMT Per Service Population

Area	Total Home-based VMT	Total Work-based VMT	Total VMT	Residents	Employees	Service Population	VMT/Service Population
TOD Area	667,216	300,402	967,618	51,636	14,048	65,684	14.7
City of Compton Area	1,794,196	779,647	2,573,843	130,209	32,763	162,972	15.8

Table 3.12-4
Future Year 2040 Plan Only VMT Per Service Population

Area	Total Home-based VMT	Total Work-based VMT	Total VMT	Residents	Employees	Service Population	VMT/Service Population
TOD Area	115,554	11,330	126,884	9,660	542	10,202	12.4

Table 3.12-4 shows the VMT per service population that will result from the Plan development only. The VMT characteristics of the Plan residential and employment is forecast as 12.4 which is approximately 24 percent below the existing condition in the Plan area shown in **Table 3.12-1** and 18 percent below the future No Project condition for the Plan area shown in **Table 3.12-2**. The Plan's VMT per service population would also be more than 16.8 % below the County's 31.1 VMT per service population for the South County Area.

Therefore, implementation of the Specific Plan would adequately reduce VMT and there would be no significant impacts.

Mitigation Measures

Impacts are less than significant, no mitigation is required.

Impact TRA-3 **Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Beneficial Impact

The objective of the Specific Plan is to ensure future development within the Plan area would improve connectivity and linkages in the Plan area. The Plan includes improvements to the street network with particular attention on several corridors: Willowbrook Avenue; Alameda East; and Compton Boulevard to include new pedestrian and bicycle amenities to increase mobility and connection to the Compton Station. Each of these corridors is proposed to be modified to create a more walkable, bikeable, and transit-oriented station area.

Willowbrook Avenue is currently unsafe and confusing to navigate for pedestrians, particularly at intersections. The Plan will redesign Willowbrook Avenue to enable direct access from Rosecrans Avenue to the Commercial Core. The Plan will also construct bike lanes on both sides, build raised

crossings to connect Compton Station to the Metro Plaza, and include amenities to improve the pedestrian experience.

Alameda East between Rosecrans Avenue and Compton Boulevard is a little-used roadway. The Specific Plan proposes to close the roadway and convert the street into a greenway that will provide safe bicycle and pedestrian access to Wilson Park and Downtown Compton.

Compton Boulevard will be redesigned to become the Compton Walk, a pedestrian-friendly, activated street that will link the Civic Center, Commercial Core, and Historic Core districts with the Metro station. These additions would further connect existing established communities in the Plan Area, improve ease of navigation, and increase safety.

Additionally, the Plan proposes to enhance the existing bicycle network and develop a new comprehensive network to improve safety and convenience.

These proposed improvements included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses.

Mitigation Measures

None Required.

Impact TRA-4 Result in inadequate emergency access.

Less Than Significant Impact.

The Specific Plan does not include elements that would impede emergency vehicle access. Public roadways and buildings would conform to City and County Fire Department standards for access.

The City of Compton adopted the California Fire Code which requires standards for access by fire apparatus. A fire apparatus access road is a road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway. Standards related to fire apparatus access roads under the California Fire Code include:

- Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or

other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

- Roads 20 to 26 Feet in width shall have fire lane signs posted on both sides of fire apparatus access.
- Buildings or facilities exceeding 30 feet or three stories in height, more than 62,000 feet of gross building area or projects having more than 100 dwelling units shall have at least two means of fire apparatus access for each structure.

Each of the standards will be applied to the Plan's development and the Plan would not result in inadequate emergency access, resulting in a less than significant impact.

Mitigation Measures

None Required.

3.12.5.1 Cumulative Impacts

Los Angeles County Traffic Analysis Guidelines includes methodologies for evaluating cumulative impacts. Short-term effects are evaluated through project-level VMT analysis. Long-term, or cumulative impacts are evaluated through a project's consistency with the SCAG RTP/SCS. The Connect SoCal RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As stated under **Impact T-1**, the Specific Plan is consistent with the SCAG RTP/SCS and therefore would have a less than significant cumulative impact on VMT and the transportation system.

Mitigation Measures

None Required.

3.12.6 REFERENCES

California Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. 2018. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed March 17, 2022.

Federal Highway Administration. Fixing America's Surface Transportation Act. Available at: https://www.fhwa.dot.gov/fastact/, accessed December 18, 2018.

http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25823

Los Angeles County Public Works, Transportation Impact Analysis Guidelines, July 23, 2020 https://pw.lacounty.gov/traffic/docs/Transportation-Impact-Analysis-Guidelines-July-2020-v1.1.pdf

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012 (PL 112-141).

3.13 UTILITIES AND SERVICE SYSTEMS

INTRODUCTION

This section analyzes the environmental effects related to utilities and service systems associated with implementation of the proposed Specific Plan. It discusses water and wastewater infrastructure as well as solid waste facilities. Issues related to water quality, drainage and infiltration patterns, and flood hazards are discussed in **Section 3.7, Hydrology and Water Quality**.

3.13.1 ENVIRONMENTAL SETTING

3.13.1.1 Water Supply

Water supply to the Plan Area is provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the Metropolitan Water District of Southern California (MWD).

The CWUD is responsible for implementing the City's utility services and billing programs. The CWUD constructs, inspects, maintains and repairs water mains, gate valves, fire hydrants, and water services to provide adequate potable water to the citizens and businesses of Compton. Its core services include customer service, water delivery, operations and maintenance of the water system, meter reading, and utility billing. The CWUD delivers water services to more than 15,000 service connections through approximately 156 miles of water mains. The distribution system consists of a pipeline system, five water tanks with a total storage capacity of 12.75 million gallons, one pressure zone, and nine ground water wells.

The Central Basin from which the City extracts groundwater is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. Adjudication is in place for 22 groundwater basins in California, where development pressures have overwhelmed limited aquifers and Adjudication Judgements are imposed to achieve and maintain groundwater sustainability. Adjudicated groundwater basins are exempt from the requirements of Senate Bill (SB) 610, as discussed below under State regulations, because the Adjudication Judgement essentially achieves the same goals as a Water Supply Assessment.

The Central Basin is located in central Los Angeles County and spans an area that underlies the entire City of Compton and beyond. The Central Basin has a surface area of 277 square miles of mostly flat to hilly terrain. Water-bearing deposits of the Central Basin include unconsolidated marine and alluvial sediments deposited over time. Percolation from precipitation, subsurface inflows from the San Gabriel Basin through the Whittier Narrows, and surface flows from local rivers and streams naturally replenish groundwater. The Central Basin is mostly urbanized and soil surfaces have been paved, limiting percolation to a small portion of the basin's soils. However, the Central Basin receives additional replenishment from the San Gabriel and Rio Hondo Spreading Basins, which receive a blend of imported water and recycled water.

The Central Basin was adjudicated in 1965 and the California Department of Water Resources (DWR) was appointed Watermaster. The City has court adjudicated water rights to pump approximately 70 percent of the City's water demand. The City uses nine groundwater wells to pump potable water. Every month, each individual pumper reports monthly extractions so the Watermaster may regulate the water rights of the Subbasin.

The total allotted pumping right from the Central Basin from all wells is 233,894 acre-feet per year (AFY), while the total allotted pumping rights for the City of Compton is 5,780 AFY. However, in accordance with the Adjudication Judgement for the Central Subbasin, the City may exceed its total allotment if, in the previous year, it did not pump the total 5,780 AFY. In this case, up to 20 percent of the allotment may be carried over to the following year. Alternatively, the City may exceed its water pumping rights is if another water retailer chooses to lease water pumping rights to the City. Cities that do not pump their fully allotted rights may supplement the water supply to the City of Compton and prevent the need to increase imported water from Metropolitan in any given year. The latter option has been utilized by the City of Compton to reduce its dependence on Metropolitan imported water.

Table 3.13-1, Compton Water Utility Division Water Demand and Supply shows the projected water demand and supplies of the CWUD through 2035.

Table 3.13-1
Compton Water Utility Division Water Demand and Supply

	2020	2025	2030	2035
Normal Year				
Water Demand (AFY)	7,953	8,067	8,178	8,289
Water Supply (AFY)	9,407	9,407	9,407	9,407
Surplus (Supply – Demand) AFY)	1,454	1,340	1,229	1,118

	2020	2025	2030	2035
Single Dry Year				
Water Demand (AFY)	7,969	8,083	8,342	8,306
Water Supply (AFY)	5,618	5,636	5,636	5,636
Surplus (Supply – Demand) AFY)	-2,351	-2,447	-2,706	-2,670
Multiple-dry year first year supply				
Water Demand (AFY)	8,001	8,115	8,227	8,339
Water Supply (AFY)	6,115	6,115	6,115	6,115
Surplus (Supply – Demand) AFY)	-1,886	-2,001	-2,113	-2,224
Multiple-dry year second year supply				
Water Demand (AFY)	8,001	8,115	8,227	8,339
Water Supply (AFY)	6,115	6,115	6,115	6,115
Surplus (Supply – Demand) AFY)	-1,886	-2,001	-2,113	-2,224
Multiple-dry year third year supply				
Water Demand (AFY)	8,001	8,115	8,227	8,339
Water Supply (AFY)	6,115	6,115	6,115	6,115
Surplus (Supply – Demand) AFY)	-1,886	-2,001	-2,113	-2,224

AFY= Acre-feet per year
Source: City of Compton. 2015. 2015 Urban Water Management Plan. Available at: https://wuedata.water.ca.gov/public/uwmp_attachments/7983976066/Compton2015UWMP.FullPlan.pdf, accessed February 4, 2022.

Table 3.13-1 shows that the City projects sufficient water supply available during normal years to meet future demands. According to the 2015 UWMP, the demand during a single dry year, the worst-case scenario of experiencing another severe drought would leave the City with a 32% water deficit. In this event, the Central Basin Municipal Water District and MWD an provide additional surplus supplies to the City to meet demands, where necessary. Furthermore, the 2015 UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. Similar measures would also be taken during the event of a worst-case multiple dry year scenario.

Water demand for the Plan Area based on existing land uses is shown in **Table 3.13-2, Plan Area Estimated Existing Annual Waster Demand**.

3.13-2
Plan Area Estimated Existing Annual Water Demand

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Daily Water Demand (GPD)	Wastewater Generation (AFY)
Commercial	742,454 sf	60	44,547	49.9
Office Building	124,136 sf	144	17,876	20.0
Industrial	298,821 sf	60	17,929	20.1
Institutional	1,425,643 sf	144	205,293	230.0
Residential	3,566 du	180	641,880	719.0
		Total	**927,525**	**1,039**

Note: Estimated water demand is assumed to be 120% of wastewater generation. Generation rates available at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart

As shown above, existing development in the Plan Area has an annual water demand of approximately 927,525 gallons of water day, or 1,039 acre feet per year.

3.13.1.2 Wastewater

The Los Angeles County Sanitation District (LACSD) is a public agency created under State law to manage wastewater and solid waste on a regional scale. LACSD consists of 24 independent special districts across the County of Los Angeles. Compton is located primarily in LACSD Districts No. 1 and No. 8, with small portions of the eastern and southeastern parts of the City in Districts No. 2 and No. 3.

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

Wastewater Generation associated with the existing land uses in the Plan Area are shown in **Table 3.13-3, Existing Wastewater Generation in Plan Area.**

3.13-3
Plan Area Existing Wastewater Generation

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Wastewater Generation (GPD)
Commercial	742,454 sf	50	37,123
Office Building	124,136 sf	120	14,896
Industrial	298,821 sf	50	14,941
Institutional	1,425,643 sf	120	171,077
Residential	3,566 du	150	534,900
	Total		**772,937**

Source: City of Los Angeles. Sewage Generation Factors Chart. Available at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, accessed March 29, 2022.

3.13.1.3 Solid Waste

The City contracts with Republic Services, LLC for waste and recycling collection services for residential, commercial, and industrial accounts. Solid waste and recycle loads are taken to Republic's Compton Transfer Station for processing. From the transfer station, waste loads are loaded into transfer trailers and hauled to and disposed of at Sunshine Canyon Landfill in Sylmar.[1] A portion of waste, approximately five percent in 2017, is taken to Southeast Resource Recovery Facility in Long Beach for transformation.[2] Recyclable materials processed at the Compton Transfer Station are taken to Republic's CVT Material Recovery Facility in Anaheim for disposal. Solid waste currently generated by existing uses in the Specific Plan Area are shown in **Table 3.13-4, Plan Area Existing Solid Waste Generation**.

1 California Department of Resources Recycling and Recovery (CalRecycle). 2018. "Waste Evaluation and Enforcement Branch Staff Report. Summary of the City of Compton's Compliance Review and Consideration of the Issuance Compliance Order CO 018-002."

2 California Department of Resources Recycling and Recovery (CalRecycle). 2018. "Waste Evaluation and Enforcement Branch Staff Report. Summary of the City of Compton's Compliance Review and Consideration of the Issuance Compliance Order CO 018-002."

3.13-4
Plan Area Existing Solid Waste Generation

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day[1]
Commercial	742,454 sf	0.005 lbs//sf/day	3,712	1.86	3.71
Office	124,136	0.006 lbs/sf/day	745	0.37	0.75
Industrial	298,821	0.006 lbs/sf/day	1,793	0.90	1.79
Institutional	1,425,643	0.007 lbs/sf/day	9,980	4.99	9.98
Residential	3,566	12.23 lbs/unit/day	43,612	21.81	43.61
		Total	**59,842**	**29.93**	**59.84**

[1]*Conversion factor assumed to be 1,000 pounds per cubic yard.*
Source for generation rates based on CalRecycle. Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

3.13.1.4 Electrical Service

Electrical service to Compton and the Plan Area is provided by Southern California Edison Company. Southern California Edison Company maintains substations in Compton, including the Longdon and Compton substations, as well as electrical distribution and transmission lines.

3.13.1.5 Natural Gas

The Specific Plan Area is provided natural gas services by SoCalGas. SoCalGas provides natural gas service to approximately 21.8 million customers across a 24,000 square mile service area.[3] Compton, including the Plan Area, is located in SoCalGas' Los Angeles Basin Zone.

3.13.2 REGULATORY FRAMEWORK

Federal, State, and local regulations applicable to utilities and service systems are presented below. This setting addresses issue areas relevant to utilities and service systems, including water supply, wastewater, and solid waste.

3 SoCalGas. Company Profile. Available at: https://www.socalgas.com/about-us/company-profile, accessed March 17, 2022.

3.13.2.1 Federal

Clean Water Act of 1972, as amended (CWA)

The law was originally enacted as the Federal Water Pollution Control Act (FWPCA; Public Law 92–500) in 1948, but took on its modern form when completely rewritten in 1972 in an act entitled the Federal Water Pollution Control Act Amendments of 1972, now commonly known as the Clean Water Act. Major changes have subsequently been introduced via amendatory legislation including the Clean Water Act of 1977 and the Water Quality Act of 1987.

The Clean Water Act (CWA) is the primary federal law in the United States governing water pollution. Its objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. It is one of the United States' first and most influential modern environmental laws. As with many other major U.S. federal environmental statutes, it is administered by the U.S. Environmental Protection Agency (U.S. EPA), in coordination with state governments. Its implementing regulations are codified at 40 C.F.R. Subchapters D, N, and O (Parts 100-140, 401-471, and 501-503).

Section 303(d)

Section 303(d) of the Federal CWA requires the SWRCB to list impaired water bodies and determine TMDLs of pollutants or other stressors that are contributing excessively to these impaired waters.

Section 401 – Water Quality Certification

Section 401 establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters. Under the CWA, the U.S. EPA has implemented pollution control programs such as setting wastewater standards for industries and surface waters.

Section 402

Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit process. In California, NPDES permitting authority is delegated to, and administered by the nine RWQCBs. Pursuant to Section 402, a discharge of any pollutant from a point source into navigable waters, are prohibited unless an NPDES permit is obtained. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Section 402(p) establishes that storm water permits are required for discharges from a municipal separate storm sewer system (MS4) serving a population of 100,000 or more. U.S. EPA defines an MS4 as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) owned or operated by a State (40 CFR 122.26(b)(8)).

The California Department of Transportation (Caltrans) is responsible for the design, construction, management, and maintenance of the State highway system, including freeways, bridges, tunnels, Caltrans' facilities, and related properties, and is subject to the permitting requirements of CWA Section 402(p). Caltrans' discharges consist of storm water and non-storm water discharges from state-owned rights-of-way.

Before July 1999, discharges from Caltrans' MS4 were regulated by individual NPDES permits issued by the RWQCBs. On July 15, 1999, the SWRCB issued a statewide permit (Order No. 99-06-DWQ) that regulated all discharges from Caltrans MS4s, maintenance facilities, and construction activities. On September 19, 2012, Caltrans' permit was reissued (Order No. 2012-0011-DWQ), and it became effective on July 1, 2013.

Caltrans' Storm Water Management Plan (SWMP) describes the procedures and practices used to reduce or eliminate the discharge of pollutants to storm drainage systems and receiving waters. The SWMP was most recently updated in July of 2016.

Section 404 – Discharge of Dredge or Fill Material

Section 404 of the federal CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 of the CWA establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. USACE administers the day-to-day program, including the determination of eligibility of project for use of Categorical Exclusions and Nationwide Permits, and review and consideration of individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance; and enforces Section 404 provisions.

3.13.2.2 State

Water Supply

Urban Water Management Planning Act

California State Assembly Bill 797 (California Water Code Section 10610, et seq.), adopted in 1983, requires every urban water supplier providing water for municipal purposes to more than 3,000

customers or more than 3,000 acre-feet of water on an annual basis to prepare an Urban Water Management Plan (UWMP). The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. UWMPs must be updated every five years, in years ending in zero and five.

Senate Bills 610 and 221

SB 221 (Kuehl) amended the Subdivision Map Act, and SB 610 (Costa) amended Part 2.10 of the *California Water Code* regarding water supply availability. These amendments took effect on January 1, 2002, and require generally that water retail providers demonstrate that sufficient and reliable sources are available in order for local agencies to evaluate large-scale developments, and complete the environmental review process.

SB 610 requires cities and counties that determine a project is subject to the California Environmental Quality Act (CEQA) to identify any public water system that may supply water for the project, and to require those public water systems to prepare a specified water supply assessment to be included in any environmental document prepared for the project. The assessment includes an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project and water received in prior years, pursuant to those entitlements, rights, and contracts. If the assessment concludes that water supplies are or will be insufficient, the public water system shall also submit plans for acquiring additional water supplies.

SB 221 requires written verification from the applicable public water system that sufficient water supply is available for a subdivision of property of more than 500 dwelling units prior to approval of a tentative or parcel map.

Water Conservation Act of 2009 (SBX7-7)

The Water Conservation Act of 2009 (also known as Senate Bill X7-7) established a statewide water conservation target of 20 percent reduction in water use by 2020 compared to the State's 2005 baseline use. The Act requires that retail water suppliers define in their 2010 urban water management plans the gallons per capita per day (gpcd) targets for 2020, with an interim 2015 target. The legislation also requires the California Department of Water Resources, in consultation with other state agencies, to develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies. EID's 2015 UWMP, adopted in May 2016, complied with these requirements.

Wastewater

California Code of Regulations Title 22

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the CDPH and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from undisinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Salt concentrations (such as chloride, nitrogen, sodium, etc.) in the effluent are regulated based on the Water Quality Control Plan (Basin Plan) for the Los Angeles Region, which also considers local groundwater quality. Recycled water quality goals for salts and other constituents would vary depending on the intended irrigation recipients. The RWQCB will develop waste discharge requirements based on the Basin Plan, designed to protect beneficial uses of the State waters. The RWQCB Basin Plan contains an antidegradation policy so that existing quality shall be maintained.[4]

Solid Waste

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or Assembly Bill 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures to assist in reducing these impacts to less-than-significant levels. With the passage of Senate Bill 1016 (the Per Capita Disposal Measurement System) in 2006, only per capita disposal rates are measured to determine if a jurisdiction's efforts are meeting the intent of Assembly Bill 939. Therefore, the 50 percent diversion requirement should be measured in terms of per-capita disposal expressed as pounds per person per day.

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4 California Water Boards, Plans and Policies - Antidegradation, 2022. Available online at: https://www.waterboards.ca.gov/plans_policies/antidegradation.html, accessed on May 3, 2022.

Assembly Bill 341 and Senate Bill 1383

The purpose of AB 341 of 2011 (Chapter 476, Statutes of 2011) is to reduce greenhouse gas (GHG) emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

SB 1383 of 2016 (Chapter 395, Statutes of 2016) established the following goals: a 50 percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2020, and a 75-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2025. This bill also authorized CalRecycle to adopt regulations, to take effect on or after January 1, 2022, to achieve these targets.

Assembly Bill 1826

AB 1826 of 2014 (Chapter 727, Statutes of 2014) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, and for jurisdictions to implement a recycling program to divert organic waste from businesses subject to the law, as well as report to CalRecycle on their progress in implementing an organic waste recycling program. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week shall arrange for organic waste recycling services.

3.13.2.3 Regional and Local

Water Supply

The Plan Area is in the City's Water Utility Division service area. The City's Conservation Ordinance (Ordinance No. 1851, adopted on March 12, 1991, and amended per Ordinance No. 1868), describes a phased water conservation program to be implemented in times of water scarcity. To meet the State Water Resources Control Board's (SWRCB) mandatory conservation requirements, the City enacted a Phase I Water Shortage Plan on July 22, 2014, under the authority of the conservation ordinance (Section 23-1.32(e)(2) of the Compton Municipal Code). The Phase I Water Shortage Plan institutes various mandatory conservation measures, such as prohibiting the hose washing of sidewalks and walkways and restricting lawn and landscape irrigation. These measures remain in effect.

City of Compton General Plan

Applicable goals and policies from the Public Facilities Element of the Compton General Plan related to water are provided below:

Goal 4.0: Maintain a consistent level of quality water and sewer services.

Policy 4.1: Work closely with local water agencies in determining future area needs

Policy 4.2: Identify and implement water conservation programs.

Policy 4.3: Encourage the use of drought-resistant landscaping to reduce overall City water use.

Urban Water Management Plan

The 2015 UWMP serves as a long-range planning document for the City of Compton service area. The UWMP contains the same types of water supply and demand projections that would be included in a WSA, and this document is therefore an appropriate resource to use in developing the impact analysis provided below.

Municipal Code

The City has mandatory conservation requirements that can be implemented at any time per Conservation Ordinance No. 1851 (1991); per Section 23-1.32(e)(2) of the Compton Municipal Code, Phase I Water Shortage Plan stipulates the following mandatory restrictions:

- There shall be no hose washing of sidewalks, walkways, driveways, parking areas or other paved surfaces, except as is required for sanitary purposes; Use a broom instead.
- Washing of motor vehicles, trailers, boats and other types of mobile equipment shall be done only with a handheld bucket or a hose equipped with a positive shutoff nozzle for quick rinses, except that washing may be done at the immediate premises of a commercial car wash or with reclaimed water.
- No water shall be used to clean, fill or maintain levels in decorative fountains, ponds, lakes or other similar aesthetic structures unless such water is part of a recycling system.
- No restaurant, hotel, cafe, cafeteria or other public place where food is sold, served or offered for sale, shall serve drinking water to any customer unless expressly requested.
- All customers of the Compton Water Utility Division shall promptly repair all leaks from indoor or outdoor plumbing fixtures.
- No lawn, landscape, or other turf area shall be watered more often than every other day. Specifically, all customers with an even address number shall water on even calendar dates of the month, and all

customers with an odd address number shall water on odd calendar dates of the month. On the thirty-first (31st) of the month, there shall be no watering, unless reclaimed water is used.

- No watering shall be done between the hours of 10:00 a.m. and 4:00 p.m.; except that the provision shall not apply to commercial nurseries, golf courses and other water-dependent industries.
- No customer of the Compton Water Utility Division shall cause or allow the water to run off landscape area into adjoining streets, sidewalks or other paved areas due to incorrectly directed or maintained sprinklers or excessive watering.

Wastewater

City of Compton General Plan

Goal 4.0: Maintain a consistent level of quality water and sewer services.

Policy 4.3: Utilize reclaimed wastewater irrigating public and private lands wherever possible.

Policy 4.5: Coordinate with local water agencies the replacement of water and sewer facilities with other City capital improvement projects.

Policy 4.6: Ensure that adequate water and sewer service is available as redevelopment occurs.

Goal 5.0: Provide necessary storm drainage control

Policy 5.1: Coordinate flood control planning with Los Angeles County Flood Control District.

Solid Waste

County Los Angeles Integrated Waste Management Plan

The County of Los Angeles Integrated Waste Management Plan (IWMP) sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The IWMP ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939 through source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The IWMP calls for the establishment

of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County. Assessment of potential impacts to utilities and service systems is based on review of the proposed Specific Plan, and site conditions, analysis provided in the City of Compton's current UWMP and City and County information regarding utility-related issues, including water supply and facilities, wastewater facilities, and solid waste.

The County continually evaluates landfill needs and capacity through the preparation of the IWMP annual reports. Within each annual report, future landfill disposal needs over the next 15- year planning horizon are addressed, in part, by determining the available landfill capacity. The most recent annual report is the 2019 report.[5]

3.13.3 IMPACTS AND MITIGATION MEASURES

3.13.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Compton TOD Specific Plan could result in significant impacts regarding utilities and services systems if any of the following would occur:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

- 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.

- 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.

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5 County of Los Angeles Department of Public Works. 2020. Countywide Integrated Waste Management Plan – 2019 Annual Report. Available at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF

- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.13.3.2 Methodology

The analysis in this section focuses on the potential environmental effects of any relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. If the Plan would not require the relocation or construction of such facilities, it follows that there would not be a significant environmental impact. The analysis would also evaluate the Plan's potential to exceed available water supplies, wastewater capacity, and the generation of solid waste in excess of capacity or applicable solid waste reduction goals.

3.13.4 ENVIRONMENTAL IMPACTS

Impact USS-1 **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.**

Less than Significant Impact.

Water Supply

The Plan Area receives water supplies from the City of Compton, which provides water pumped from municipal groundwater wells in the adjudicated Central Basin and imported surface water purchased through Metropolitan Water District (MWD). The local groundwater basin is adjudicated, meaning that all groundwater use is managed per a court-ordered Adjudication Judgement to ensure long-term groundwater supply sustainability. Similarly, imported surface water delivered to Compton via MWD is managed per allotments of the State Water Project and Colorado River water.

Development under the proposed Specific Plan may be more intense than development anticipated for this area in the City current General Plan or existing land use in the Plan Area. However, the proposed Specific Plan is intended to be consistent with and implement the policies of the Compton General Plan, including with respect to resource availability. In addition, as discussed below, the City relies primarily upon groundwater resources, which are regulated per an Adjudication Judgement, supplemented by imported surface water resources, which are delivered in agreement with MWD.

Water demand associated with the proposed Specific Plan would result from residential, commercial, office development, and cultural facilities. **Table 3.13-5, Estimated Annual Plan Area Water Demand** shows the total estimated water demand for the Plan Area upon build out of the Plan Area.

Table 3.13-5
Estimated Annual Plan Area Water Demand

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Daily Water Demand (GPD)	Wastewater Generation (AFY)
Commercial	704,874 sf	60	42,292	47.4
Hotel	150 rooms	144	21,600	21.2
Office Building	221,136 sf	144	31,844	35.7
Industrial	298,000 sf	60	17,880	20.0
Institutional	1,425,653 sf	144	205,294	230.0
Residential	5,083 du	180	914,940	1,024.9
		Total	**1,233,850**	**1,379**

Note: Estimated water demand is assumed to be 120% of wastewater generation. Generation rates available at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart

As shown above, development under the proposed Specific Plan would require approximately 1,379 AFY of water. This would be an increase of approximately 340 AFY over the existing annual water demand of 1,039 AFY in the Plan Area. The City's water supply is obtained from the adjudicated Central Basin, of which the City has a yearly allocation of 5,780 AFY, and from the MWD, which determines its yearly water supply capability based on the hydrologic history of the State Water Project and the Colorado River Aqueduct regions.

According to the City's 2015 UWMP, the City concludes that there would be sufficient water supplies during the "worst-case" effects of a multiple dry year drought. 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 implementation of the Specific Plan. As such, the Specific Plan would not require or result in the construction of new water treatment facilities or expansion of existing facilities. Impacts would be less than significant.

Wastewater

Wastewater in the Plan Area would be collected by the City's local system of sewer lines and conveyed through regional trunk lines operated by the Los Angeles County Sanitation District (LACSD). Site-specific sewer lines and supporting infrastructure would be designed and engineered for each of the project level developments to accommodate wastewater flows. Therefore, the City's local sewer lines would be expanded or improved on an as-needed basis during implementation of each individual development under the Specific Plan and no major alterations to LACSD regional trunk lines are anticipated to be necessary as a result of implementation of the Specific Plan.

Wastewater is collected in Compton via an existing 143-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 LACSD's Joint Water Pollution Control Plant (JWPCP), located at 24501 S Figueroa Street in the City of Carson. The JWPCP provides both primary and secondary treatment for approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. Treated effluent is then discharged from JWPCP through an ocean outfall.

Table 3.13-6, Specific Plan Wastewater Generation, shows the estimated wastewater generation from the Specific Plan at buildout.

Table 3.13-6
Specific Plan Wastewater Generation

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Wastewater Generation (GPD)
Commercial	704,874 sf	50	35,244
Hotel	150 rooms	120	18,000
Office Building	221,136 sf	120	26,536
Industrial	298,000 sf	50	14,900
Institutional	1,425,653 sf	120	171,078
Residential	5,083 du	150	762,450
		Total	**1,028,208**

Source: City of Los Angeles. Sewage Generation Factors Chart. Available at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, accessed March 29, 2022.

As indicated above, development under the Specific Plan is expected to generate approximately 1,028,208 gallons per day (or 1.03 MGD). However, existing development in the Plan Area currently generates an estimated 0.77 MGD of wastewater; therefore, development under the Specific Plan would generate a net total of 0.26 MGD. This amount accounts for approximately of 0.18 percent of JWPCP's remaining treatment capacity of 143 million gallons per day. Flow projections of the Joint Outfall System through the year 2050 determined that the capacity of the JWPCP would remain at 400 MGD average flow in the year 2050 with upstream Water Reclamation Plant expansions. The existing wastewater treatment capacity are therefore anticipated to be sufficient to accommodate projected development. With adherence to applicable regulations and General Plan policies, implementation of the Specific Plan would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant.

Electric Power

Electricity services in the Plan Area are provided by Southern California Edison (SCE). Development under the Specific Plan may require site-specific modification to some existing electrical distribution systems. This service would be provided in accordance with the rules and regulations of SCE on file with and approved by California Public Utilities Commission (CPUC). It is not anticipated that existing transmission lines would need to be modified as a result of the development under the Specific Plan. Potential impacts would be less than significant.

Natural Gas

Natural gas services in the Plan Area are provided by SoCalGas, which is regulated by the CPUC. Development under the Specific Plan may include construction of new natural gas pipelines or expansion of existing pipelines, as needed to accommodate development in the Plan Area. When needed, construction of natural gas transmission pipelines would occur within developed areas, such as street corridors, that already contain underground utility infrastructure. Given the urbanized nature of the Plan Area, it is unlikely that construction of any natural gas system upgrades would result in significant environmental impacts.

Telecommunications Facilities

Implementation of the proposed Specific Plan requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include telephone and cable lines, which are typically co-located with existing energy lines. Telephone and cable utility plans would be submitted concurrent with the final plans for each proposed project. When needed, construction of telecommunications lines would occur in the Plan Area to serve anticipated development. Given the

urbanized nature of the Plan Area, construction of any telecommunications infrastructure would result in less than significant environmental impacts.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact USS-2 **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 2015 UWMP assesses the reliability of identified water supplies during normal, single-dry, and multiple-dry water years. As shown in **Table 3.13-5, Estimated Annual Plan Area Water Demand**, the Specific Plan would require approximately 1,379 AFY of water. However, existing development currently requires 1,039 AFY of water. Therefore, development under the Specific Plan would have a net increase of 340 AFY of water.

As shown under **Table 3.13-1, Compton Water Utility Division Water Demand and Supply,** during a single dry year under the worst-case scenario, the City would need to utilize water supplies from the Central Basin Municipal Water District and MWD, which can provide additional surplus supplies to meet demands. Furthermore, the 2015 UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. Similar measures would also be taken during the event of a worst-case multiple dry year scenario. As such, the City's 2015 UWMP concludes that there would be sufficient water supplies during the "worst-case" effects of a single and multiple dry year drought. 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 implementation of the Specific Plan and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact USS-3 **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.**

As noted under **Impact USS-1**, 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. The existing wastewater treatment capacity are therefore anticipated to be sufficient to accommodate projected development. With adherence to applicable regulations and General Plan policies, implementation of the Specific Plan would have adequate wastewater conveyance systems and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact USS-4 **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.**

Solid waste generated in the Plan Area would be transported to Sunshine Canyon Landfill in Sylmar for disposal. The Sunshine Canyon Landfill has a has a max throughput capacity of 12,100 tons per day. The Sunshine Canyon Landfill has a permitted capacity of 140,900,000 cubic yards, with a remaining capacity of approximately 77,900,000 cubic yards. **Table 3.13-7, Specific Plan Projected Solid Waste Generation,** shows the projected solid waste generation for the Plan Area after buildout.

Table 3.13-7
Specific Plan Projected Solid Waste Generation

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day[1]
Commercial	704,874 sf	0.005 lbs//sf/day	3,712	1.86	3.71
Hotel	150 rooms	2.0 lbs/room/day	300	0.15	0.30
Office	221,136 sf	0.006 lbs/sf/day	1,327	0.66	1.33
Industrial	298,000 sf	0.006 lbs/sf/day	1,788	0.89	1.79

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day[1]
Institutional	1,425,653 sf	0.007 lbs/sf/day	9,980	4.99	9.98
Residential	5,083 units	12.23 lbs/unit/day	62,165	31.08	62.17
Total			**79,272**	**39.64**	**79.27**
Existing Uses[2]			**59,842**	**29.93**	**59.84**
		Net Total	**19,430**	**9.71**	**19.43**

[1] *Conversion factor assumed to be 1,000 pounds per cubic yard.*
[2] *See **Table 3.13-5**, which provides solid waste generation for existing uses in the Plan Area.*
Source for generation rates based on CalRecycle. Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

Development under the proposed Specific Plan would generate 79,272 pounds of solid waste per day, or 39.64 tons of solid waste per day. However, as calculated in **Table 3.13-7**, the existing land uses in the Plan Area generate 59,842 pounds per day, or 29.93 tons per day. Therefore, the net increase in solid waste generation under the Specific Plan would be an increase of 19,430 pounds per day, or 9.71 tons per day. This increase would account for approximately 0.8 percent of the maximum daily throughput of 12,100 tons per day at the Sunshine Canyon Landfill. Furthermore, the Specific Plan would generate a net increase of 19.43 cubic yards per day, or about 7,092 cubic yards per year upon buildout of the Specific Plan. This would account for less than 0.01 percent of the remaining capacity at the Sunshine Canyon Landfill. Assuming full buildout under the Specific Plan, after 5, 10, and 20 years, the Specific Plan would have a solid waste generation of 35,460 cubic yards, 70,920 cubic yards, and 141,840 cubic yards, respectively. This would account for approximately 0.05 percent, 0.09 percent, and 0.18 percent of the Sunshine Canyon Landfill's remaining capacity of 77,900,000 cubic yards. Therefore, solid waste generated under the proposed Specific Plan would not exceed available capacity. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact USS-5 **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.**

Less than Significant.

The City is required by AB 939 to divert 75 percent of solid waste from landfills projects developed under the Specific Plan would be required to demonstrate compliance with all applicable regulations including AB 939. The Specific Plan would not interfere with any federal, state, or local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.13.5 CUMULATIVE ANALYSIS

In development of its 2015 UWMP, the City coordinated with the County of Los Angeles Central Basin Municipal Water District (CBMWD), and the MWD. As discussed in Section 3.13.1.1, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement. As discussed under **Impact USS-1**, the Central Basin is adjudicated, meaning that all groundwater use is managed per a court-ordered Adjudication Judgement to ensure long-term groundwater supply sustainability. As shown under **Table 3.13-1, Compton Water Utility Division Water Demand and Supply,** during single and multiple dry year worst-case scenarios, the City would need to utilize water supplies from the CBMWD and MWD. Furthermore, the 2015 UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. According to the CBMWD and MWD most recent UWMPs, both wholesalers for the City, they would have sufficient water supplies during single dry and multiple dry year scenarios.[6,7] As such, the additional supplies required, if necessary, during single dry and multiple dry year scenarios, would not be cumulatively considerable and impacts would be less than significant.

As noted above, wastewater is collected in Compton via an existing 143-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 LACSD's Joint Water Pollution Control Plant (JWPCP). The JWPCP provides primary and secondary treatment for a design capacity of 400

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6 Central Basin Municipal Water District. 2021. Urban Water Management Plan – 2020. Available at: https://wuedata.water.ca.gov/public/uwmp_attachments/3596585929/CBMWD%20Final%202020%20UWMP_2021-06-30.pdf, accessed April 1, 2022.

7 Metropolitan Water District of Southern California. 2021. Urban Water Management Plan – 2020. Available at: https://wuedata.water.ca.gov/public/uwmp_attachments/5202375113/MWDSC%202020%20Urban%20Water%20Management%20Plan%20-%20June%202021%20WUE%20Portal.pdf, accessed April 1, 2022.

million gallons of wastewater per day. The JWPCP is part of a network of seven treatment plans and over 1,200 miles of trunk sewers known as the Joint Outfall System (JOS), which provides regional wastewater treatment for Los Angeles County, covering an extensive area that includes 73 cities and unincorporated county territory.[8] With respect to future growth in the JWPCP service area and associated increases in wastewater treatment demands, continued implementation of system improvements that follow the guidance of the City of Los Angeles Regional, Sanitary Sewer System Management Plan (SSMP) would ensure sufficient conveyance and treatment capacity to meet cumulative needs. Funding for such increases is available through a combination of connection fees paid by developers, service districts, and general fund monies. Compliance with these requirements would reduce cumulative impacts to wastewater treatment and collection systems to a less than significant level and the Specific Plan's contribution to wastewater service impacts would not be cumulatively considerable.

Planned and pending development in the Specific Plan area would continue to increase solid waste generation. As discussed under Impact USS-4, area landfills have capacity to accommodate additional solid waste, and potential impacts of full buildout of the Specific Plan would be less than significant. Cumulatively, other areas which utilize the same landfills as the proposed Specific Plan would likely also continue to experience growth and associated increases in solid waste generation. State mandated solid waste diversion rates (for recycling) would continue to minimize the quantity of waste directed to area landfills, and compliance with General Plan and Specific Plan policies would maintain or improve upon existing solid waste diversion rates. The Sunshine Canyon Landfill is expected to remain open with sufficient disposal capacity to accommodate it existing service territory. The Los Angeles Integrated Waste Management Plan includes strategies for meeting disposal capacity at both landfills, including increased waste diversion and potential expansion of landfill capacity. Solid waste disposal facilities and management approach would continue to adjust as needed to provide adequate disposal capacity throughout the county. Thus, cumulative impacts to solid waste facilities would be less than significant and the Specific Plan's contribution to solid waste impacts would not be cumulatively considerable.

3.13.6 REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle). 2018. "Waste Evaluation and Enforcement Branch Staff Report. Summary of the City of Compton's Compliance Review and Consideration of the Issuance Compliance Order CO 018-002."

8 Los Angeles County Sanitation District. Wastewater Treatment Process at JWPCP. Available at: https://www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp, accessed March 23, 2022.

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SoCalGas. Company Profile. Available at: https://www.socalgas.com/about-us/company-profile, accessed March 17, 2022.

4.0 ALTERNATIVES

INTRODUCTION

This section of the program environmental impact report (EIR) provides a comparative analysis of the merits of alternatives to the proposed project pursuant to Section 15124.6 of the 2022 California Environmental Quality Act (CEQA) Statutes and Guidelines*, as amended. According to the guidelines, an EIR shall describe a range of reasonable alternatives to the project or to its location, which would feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects. The EIR shall evaluate the comparative merits of the alternatives. It need not consider every conceivable alternative to a project; rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*

4.1 CONSIDERATIONS

The range of alternatives in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any significant effects of the project (Section 15124.6(f)). Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the project's basic objectives. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. When addressing feasibility, the *State CEQA Guidelines* state that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." The *State CEQA Guidelines* also state that the alternative discussion need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail that analysis should provide. These factors include (1) the nature of the significant impacts of the proposed project, (2) the ability of alternatives to avoid or substantially lessen impacts associated with the project, (3) the ability of the alternatives to meet most of the basic objectives of the project, and (4) the feasibility of the alternatives.

The selection and discussion of alternatives is intended to foster meaningful public participation and informed decision making. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The *State CEQA Guidelines* also require

the analysis of a no project alternative, and the identification of the environmentally superior alternative. Where the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."[1]

In addition, the *State CEQA Guidelines* require an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.[2]

Accordingly, several alternatives that might avoid or substantially lessen project impacts were considered. Three alternatives were selected for further analysis, as detailed below.

4.2 PROJECT OBJECTIVES

The alternatives to the project ultimately selected for analysis in this PEIR were developed to avoid or substantially lessen one or more of the significant environmental impacts associated with the project, while still attaining most of the basic objectives of the project. The following are objectives for the project:

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community.
- A safe and well-maintained Downtown where people enjoy public space.
- A built environment and programming which reflect the history, creativity and excellence of Compton.
- A station area which promotes public health and sustainability and provides calm and attractive networks for circulating without cars.
- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.
- Increased opportunities for Compton residents to create and grow local businesses.

4.3 SELECTION OF ALTERNATIVES FOR ANALYSIS

According to the *State CEQA Guidelines*, the discussion of alternatives should focus on alternatives to a project or its location that can feasibly avoid or substantially lessen the significant effects of the project. The *State CEQA Guidelines* indicate that the range of alternatives included in this discussion should be sufficient

1 *State CEQA Guidelines* Section 15126.6(e)(2)

2 *State CEQA Guidelines* Section 15126.6(c)

to allow decision makers a reasoned choice. The alternative discussion should provide decision makers with an understanding of the merits and disadvantages of these alternatives.

Section 3.0, Environmental Impact Analysis, concludes that project implementation would result in significant and unavoidable environmental impacts. These impacts include:

Air Quality: Implementation of the Specific Plan would result in a cumulatively considerable net increase in emissions of criteria air pollutants during operation (**Impact AQ-2**).

Noise: Implementation of the Specific Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis during construction and, as such, would expose nearby sensitive receptors both in and adjacent to the Plan Area to increased noise levels as a result of construction activity and increased traffic noise (**Impact NOI-1**). Construction activities in the Plan Area would intermittently generate vibration that exceeds the residential annoyance threshold (**Impact NOI-2**). Impacts would be cumulatively significant.

The City of Compton has developed and considered the following alternatives to the project.

Alternative 1 – No Project/General Plan

Section 15126(2)(4) of the *State CEQA Guidelines* requires evaluation of the No Project Alternative. As described in the *State CEQA Guidelines*, the purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. However, "no project" does not necessarily mean that development will be prohibited. The No Project Alternative includes "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[3]

For purposes of this PEIR, the No Project/General Plan Alternative (Alternative 1) assumes buildout within the specific plan area would occur in accordance with the land uses included in the City's 1990 General Plan (General Plan) and implemented by the City's Zoning Code. The Zoning Code carries out the General Plan policies by regulating development and land uses within the City, consistent with the General Plan. Under this alternative the increased housing density opportunities and expanded mix of commercial, office, and hotel related land uses proposed in the Specific Plan would not be achieved. Thus, the No Project/General Plan Alternative assumes that without the Specific Plan in place to change the underlying land uses, the land uses reflected in the General Plan would be developed, resulting in less development.

3 CEQA § 15126.6[e][2]

Alternative 2 – Reduced Residential Growth

The Reduced Residential Growth Alternative (Alternative 2) assumes that the Specific Plan would be adopted, with 978 multi-family units as opposed to 2,178 multi-family units in the proposed project. This reduction in the number of multi-family units assumes the two shopping center sites Renaissance Center and Town Center are not redeveloped with residential uses. Additional non-residential growth, as well as landscaping and transportation improvements associated with the Specific Plan would be implemented as proposed.

Alternative 3 – Ideal Urban Form Alternative

The Ideal Urban Form Alternative (Alternative 3) assumes that the Specific Plan would be adopted, with 2,970 multi-family units as opposed to 2,178 multi-family units in the proposed project. This increase in the number of units assumes additional density to be developed on the opportunity sites, such as the Renaissance Center, the Civic Center, the Town Center, 409 N Alameda St, 398 N Willowbrook Ave, 117-215 N Willowbrook Ave, 458 S. Alameda St, and 600 N. Alameda St. No changes would be made to the Specific Plan's proposed land uses, design guidelines, development standards, policies, or goals.

Alternatives Considered but Not Evaluated in Detail

In accordance with Section 15126.6(c) of the *State CEQA Guidelines*, an EIR should identify alternatives considered for analysis but rejected as infeasible, and briefly explain the reasons for their elimination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic project objectives, infeasibility, or inability to avoid or substantially reduce significant environmental impacts. The Alternative Site Alternative was considered but rejected as infeasible. A brief explanation of the alternative is below.

Alternative Site Alternative

Under the Alternative Site Alternative, development of the Specific Plan would not be focused around the Compton TOD station and instead would be buildout on a separate site. Thus, proposed development associated with the Specific Plan would not be located within close proximity to a TOD site and a majority of the Specific Plan's objectives would not be realized.

An alternative site location would not meet the Specific Plan objectives listed below:

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community.

- A safe and well-maintained Downtown where people enjoy public space.
- A built environment and programming which reflect the history, creativity and excellence of Compton.
- A station area which promotes public health and sustainability and provides calm and attractive networks for circulating without cars.
- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.
- Increased opportunities for Compton residents to create and grow local businesses.

4.4 ANALYSIS METHODOLOGY

Each of the alternatives selected for analysis is evaluated in sufficient detail to determine whether its overall environmental impacts would be less, similar, or greater in comparison to the impacts of the Specific Plan. The impact analyses sections for the Specific Plan set forth in **Section 3.0** of this PEIR include mitigation measures that reduce the environmental impacts associated with buildout of the Specific Plan. The analysis assumes that equally effective mitigation measures would apply to the alternatives.

The analysis under each Alternative includes the following:

- An evaluation of the environmental impacts anticipated to occur for each environmental issue analyzed in **Section 3.0** of this PEIR and a determination as to the significance of those impacts. This discussion also includes an analysis of whether the Alternatives would avoid or substantially lessen any of the significant environmental impacts associated with implementation of the Specific Plan. Where the impacts of the alternative and the Specific Plan were roughly equivalent the comparative impact is said to be similar.
- A summary of the comparative impacts across all of the environmental issues.

4.5 COMPARATIVE IMPACT ANALYSIS

Alternative 1 – No Project/General Plan

Aesthetics

Under the No Project/General Plan Alternative less development would occur within the specific plan area compared to the project. Development would continue as allowed under the General Plan and existing

zoning. The No Project Alternative does not include the same visual thematic elements that are included within the Specific Plan and development under the No Project Alternative would not be as visually appealing or cohesive as with the project. However, less development and density would result in fewer visual impacts than the Specific Plan. Visual impacts under Alternative 1 would be less than significant.

Air Quality

The No Project/General Plan Alternative would result in less development compared to the Specific Plan. As less construction would occur, fewer emissions would be generated during construction of individual development projects. Due to the reduced amount of construction, construction emissions would not be expected to exceed significance thresholds and construction-related impacts would be less than significant. The No Project/General Plan Alternative would generate fewer operational emissions compared to the Specific Plan because fewer residents would be within the Plan area, however, the City is located in a non-attainment area for PM10 and PM2.5, thus operational impacts from toxic air contaminants (TACs) could be potentially significant. Additionally, the No Project/General Plan Alternative would not be subject to **Mitigation Measure AQ-1**. As development under the No Project/General Plan Alternative would be less than the project, Alternative 1 would also not conflict with the Air Quality Management Plan (AQMP). As less development is proposed under the General Plan (compared to the Specific Plan), air quality operational impacts would be slightly less under Alternative 1 but would still remain significant and unavoidable. Construction and operation impacts would be less than the Specific Plan.

Cultural Resources including Tribal Cultural Resources

Under the No Project/General Plan Alternative, buildout of the specific plan area would proceed in accordance with the land uses included in the General Plan. No specific historical resources have been identified within the Plan area. Development, specifically grading, would have the potential unearth archaeological, paleontological and/or tribal cultural resources. As the permitted amount of development under General Plan would be less (compared to the amount of development proposed in the Specific Plan), it is likely that the number of potential impacts would also decrease. Similar to the Specific Plan, specific projects under the No Project/General Plan Alternative would still be reviewed for consistency with the General Plan policies as well as all applicable state and federal regulations. Impacts to cultural resources associated with implementation of the General Plan were determined to be less than significant by adherence to and/or compliance with the goals, policies, and actions included in the General Plan. Therefore, similar to the Specific Plan, impacts to cultural resources under Alternative 1 would be less than significant.

Energy

Implementation of the No Project/General Plan Alternative would result in energy consumption (including electricity, natural gas, and petroleum-fuel), but would not result in the wasteful or inefficient use of energy. It is expected that land use designations under the General Plan would be constructed in accordance with Title 24 requirements and therefore would include energy efficiency measures. However, under Alternative 1, individual development projects would not be focused around transit or be required to include the energy saving measures to the same extent as the project, which would further reduce vehicle traffic (quantified as vehicle miles travelled (VMT)) in and around the specific plan area. While it is expected that energy impacts associated with the No Project/General Plan Alternative would be less than significant, this alternative would not include the energy reduction measures and proposed denser land use designations included in the Specific Plan, which would promote a reduction in vehicle use, reducing the energy use associated with vehicle transportation. Thus, the No Project/General Plan Alternative energy impacts would be comparatively greater than impacts associated with buildout of the Specific Plan.

Greenhouses Gases

Implementation of the No Project/General Plan Alternative would generate fewer greenhouse gas (GHG) emissions compared to the project. It is expected that land use designations under the General Plan would be consistent with AB 32, SB 32, and SB 375 and future development would be required to abide by regulations adopted by the California Air Resources Board (CARB) to ensure GHG emissions are reduced to 1990 levels by 2030. In addition, as discussed in the General Plan Draft EIR, individual development projects under the No Project/General Plan Alternative would meet the TOD Program goal to reduce GHG emissions by encouraging infill development near transit, although not to the same extent as under the project. The recommended goals and policies included in the General Plan would apply under the No Project/General Plan Alternative and individual development projects would comply with AB 32, SB 32, SB 375, and the TOD Program, resulting in less than significant impacts, similar to the project.

Hazards and Hazardous Materials

The amount of development permitted within the specific plan area would be reduced under the No Project/General Plan Alternative. Individual development projects under Alternative 1 would be required to comply with the General Plan goals and policies, the Compton Municipal Code, as well as all applicable state and federal regulations. Thus impacts under the No Project/General Plan Alternative related to the routine transport, use, or disposal of hazardous materials, the accidental release of hazardous materials, hazardous emissions within one-quarter mile of an existing school, development within the City potentially located on a hazardous materials site, interference with an adopted emergency response plan

or evacuation plan, and the exposure of people or structures to a significant risk involving wildland fires would all remain less than significant. Impacts related to hazards and hazardous materials under the No Project/General Plan Alternative would be less than significant and would be similar to the project.

Hydrology and Water Quality

Under the No Project/General Plan Alternative, buildout of the specific plan area would precede in accordance with the General Plan land use designations. Individual development projects under the No Project/General Plan Alternative would still be required to comply with the General Plan policies, the Compton Municipal Code, and all applicable state and federal regulations. Similar to buildout of the Specific Plan, construction activities under Alternative 1 could result in potentially significant impacts to water quality and could exceed the surrounding waterways total maximum daily loads (TMDLs). Under the No Project/General Plan Alternative construction activities would be subject to compliance with the State General Construction Activity Storm Water Permit and the provisions in the MS4 Permit addressing control of construction phase water impacts. In addition, each development project would be required to submit a Hydrology/Hydraulic Report, Storm Water Pollution Prevention Plan (SWPPP), and Standard Urban Stormwater Management Plan (SUSMP), if applicable, and provide appropriate on-site mitigation measures. Thus, impacts under Alternative 1 related to hydrology and water quality would be less than significant and would be similar to the project.

Land Use

Under the No Project/General Plan Alternative, buildout of the specific plan area would precede in accordance with the General Plan land use designations. Implementation of Alternative 1 would not physically divide an established community, conflict with applicable federal or state agency policies and regulations, or conflict with local plans, policies, and regulations. Although buildout of the No Project/General Plan Alternative would not physically divide a community, the proposed street improvements to Willowbrook Avenue, Alameda East, and Compton Boulevard to improve connection and mobility would not be realized under this alternative. Under the No Project/General Plan Alternative, no street improvements are proposed, and the area's connectivity would remain the same. The No Project/General Plan Alternative would not physically divide the community. Thus, impacts related to land use under the No Project Alternative would be less than significant and similar to the project.

Noise

Under the No Project/General Plan Alternative, buildout of the specific plan area would proceed in accordance with the General Plan land use designations. Similar to the project, specific projects under Alternative 1 would be required to comply with the General Plan policies and actions, the Compton

Municipal Code, as well as all applicable state and federal regulations. Impacts related to noise would be less than significant. Similarly, impacts related to vibration would be reduced as fewer buildings would be constructed overall. As buildout of the General Plan would result in less development, construction and operation noise related impacts and vibration related impacts would be less than the project.

Population, Housing and Employment

Under the No Project/General Plan Alternative, buildout of the specific plan area would proceed in accordance with the General Plan land use designations and Connect SoCal. As described in **Section 3.10 Population and Housing**, according to SCAG's growth forecasts, the City is projected to grow by approximately 2,032 people and 982 households. The Plan area is projected to grow by approximately 305 people and 116 households. This future development would be subject to compliance with the General Plan goals and policies and would not require substantial development of unplanned or unforeseen public services and utility/service systems. Similar to the project, the No Project/General Plan Alternative would not result in the removal of existing residential uses and thus, the displacement of residents and/or existing residential units would not occur. Implementation of Alternative 1 would not result in significant impacts from substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. However, this alternative would not help the region achieve its housing goals as identified by SCAG. Nonetheless, impacts would be less than significant, similar to the project.

Public Services

Fire

Under the No Project/General Plan Alternative, buildout of the specific plan area would proceed in accordance with the General Plan land use designations. New development associated with the buildout of Alternative 1 would be required to comply with all applicable County and City fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the Compton Fire Department to determine the specific fire requirements applicable to the individual projects and to ensure compliance with these requirements.

Additionally, the General Plan includes policies and actions to ensure adequate resources are available to respond to health, fire, and police emergencies, and that the LACoFD is actively involved in the review of development projects to ensure the development would comply with building code requirements. The City also supports coordination with public safety agencies to ensure that adequate fire protection is provided to Compton. This ensures that new development, including that under the No Project/General Plan Alternative, would not reduce the staffing, response times, or service levels within the City. As a result of

the reduced population growth under Alternative 1, impacts to fire services will be less than significant and reduced compared to the proposed project.

Police

Under the No Project/General Plan Alternative, buildout of the specific plan area would proceed in accordance with the General Plan land use designations and any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the City. As individual projects are proposed within the City, the Los Angeles County Sherriff's Department service levels and staffing requirements would be evaluated to determine if additional staffing and/or facilities would be required. Impact fees from new development would be used to offset any impacts to sheriff services.

Further, the General Plan includes policies and actions to ensure that adequate police protection is available to serve existing and future development and population. The General Plan also supports proactive approaches to address public safety through collaboration with the community and other agencies and through environmental design, which would further reduce impacts.

Individual projects developed under the No Project/General Plan Alternative would be required to comply with the General Plan policies and actions, and the Compton Municipal Code, as well as all applicable state and federal regulations. As a result of the reduced population growth under Alternative 1, impacts to police services will be less than significant and less than the Specific Plan.

Education

As described in **Section 3.10 Population and Housing**, according to SCAG's growth forecasts, the City is projected to grow by approximately 2,032 people and 982 households. The Plan area is projected to grow by approximately 305 people and 116 households. Using the State-wide factor as described in Section 3.11.3, Public Services: Public Schools, the No Project/General Plan Alternative would add approximately 226 elementary school students, 59 middle school students, and 128 high school students, totaling an additional 412 students to be added to the Compton Unified School District by 2040. This would be less than what is proposed by the Specific Plan. Further, development of individual projects 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. The No Project Alternative would also be required to comply with the General Plan policies and actions, and all applicable state and federal regulations. As a result of the reduced population growth under Alternative 1, impacts to educational facilities will be less than significant and less than the Specific Plan.

Library Services

Similar to the Specific Plan, development associated with implementation of the No Project/General Plan Alternative would result in additional demands on existing library services. The No Project/General Plan Alternative will result in substantially less development than the Specific Plan. However, unlike the Specific Plan, the No Project/General Plan alternative does not include the development of a library/cultural center/museum to accommodate the increase in demands for library services. The No Project Alternative would also be required to comply with the General Plan policies and actions, and all applicable state and federal regulations. Therefore, similar to the Specific Plan, impacts under the No Project/General Plan Alternative related to library facilities would be less than significant.

Parks and Recreation

The City is currently experiencing a park deficit with only 76 acres of parkland in the City resulting in a park ratio of 0.6 acres per 1,000 residents, well below the Quimby Act and national standards. While the No Project/General Plan Alternative would result in less development than the Specific Plan, it would also not implement the design measures and policies that would help offset the park deficiencies. As a result, impacts to park facilities will be incrementally greater than the Specific Plan. However, similar to the Specific Plan, all new development projects are expected to 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. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Therefore, the future development projects under the No Project/General Plan Alternative would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities. While impacts to recreational services will be greater under Alternative 1, similar to the Specific Plan, impacts would be less than significant.

Transportation

Although the No Project/General Plan Alternative would result in less development compared to the Specific Plan, the No Project/ General Plan Alternative would not include the TOD policies and development patterns included in the Specific Plan. Development would not be focused around Compton Station, and pedestrian and bicycle facilities would not be implemented. As a result, the No Project/General Plan Alternative would lead to increased VMT and hours in congestion as compared to the Specific Plan and a drop in transit and active mode shares. Impacts would be greater than the Specific Plan and potentially significant.

Utilities and Services

Water Supply

Although the No Project/General Plan Alternative would result in less development than compared to the Specific Plan, implementation of the No Project/General Plan Alternative would allow for additional development, potentially resulting in an increase in the City's population, and thus, an overall increase in total water demand. The City of Compton Water Utility District (CWUD) provides the City and surrounding area with potable water. Water is also purchased through Metropolitan Water District (MWD). The Department relies on surface and groundwater supplies to serve its residents and businesses.

The City's 2015 Urban Water Management Plan (UWMP) provides a long-range assessment of water supply for the Department's service area. The 2015 UMPA concluded that there would be sufficient water supplies during the "worst-case" effects of a multiple dry year drought. Therefore, implementation of the No Project/General Plan Alternative would not result in project-level water supply and infrastructure impacts. Compared to the project, Alternative 1 would result in less development overall, and therefore a decreased amount of water usage. As such, impacts would be less.

Wastewater

Although the No Project/General Plan Alternative would result in less development than compared to the Specific Plan, implementation of the No Project/General Plan Alternative would increase wastewater generation within the City and subsequently the Sanitation Districts of Los Angeles County (LACSD). The availability of adequate treatment capacity along with the continuous assessment of capacity flows would be determined on a project-by-project basis. Individual development projects, including those under the No Project/General Plan Alternative, would be required to verify that existing capacity exists to convey and treat the potential wastewater generated by the new development. Therefore, implementation of Alternative 1 would not result in wastewater impacts. Compared to the Specific Plan, Alternative 1 would result in less development overall and a lower amount of wastewater usage.

Solid Waste

Solid waste generated in the Plan Area would be transported to Sunshine Canyon Landfill in Sylmar for disposal. Implementation of the No Project/General Plan Alternative would increase solid waste generation within the City. However, the No Project/General Plan Alternative would result in less development than compared to the Specific Plan, and therefore would produce less solid waste. Additionally, the City is required by AB 939 to divert 75 percent of solid waste from landfill. Therefore, implementation of Alternative 1 would not result in solid waste impacts. Compared to the Specific Plan, Alternative 1 would

result in less development overall and produce a lower amount of solid waste, as a result, impacts would be incrementally reduced compared to the project.

Electricity

Future development resulting from the implementation of the No Project/General Plan Alternative would result in the long-term and continued use of the electricity services provided by Southern California Edison (SCE). Potential electricity impacts associated with future development would be evaluated on a project-by-project basis. The No Project/General Plan Alternative would result in less development than compared to the Specific Plan and, as a result, electricity consumption would be incrementally reduced. However, the Specific Plan includes a more energy efficient land use type (i.e., multi-family units) that could offset any potential electricity savings. As such, impacts related to electricity usage would be less than significant and would be similar to the project.

Natural Gas

Natural gas services are provided by SoCalGas, which is regulated by the CPUC. Potential natural gas impacts associated with future development would be evaluated on a project-by-project basis. Individual projects would be required to pay applicable fees. The No Project/General Plan Alternative would result in less development than compared to the Specific Plan and, as a result, natural gas consumption would be incrementally reduced. However, the Specific Plan includes a more energy efficient land use type (i.e., multi-family units) that could offset any potential natural gas savings. As such, impacts related to natural gas usage would be less than significant and would be similar to the project.

Relationship to the Specific Plan Goals

As demonstrated in **Table 4.0-1, Alternative 1 Relationship to the Specific Plan Goals,** Alternative 1 would not achieve a majority of the project objectives. In addition, while a limited number of project objectives would be realized under Alternative 1, it would be to a lesser extent than the project as future development would coincide with the General Plan land uses and zoning.

Table 4.0-1
Alternative 1 Relationship to the Specific Plan Goals

Project Objective	Relationship to the Objective
Goal #1: An economically active and vibrant station area which attracts investment and provides quality amenities to the community.	Under Alternative 1, new development would not center around TOD opportunities near the Compton Metro A Line Station. The objective would not be met.
Goal #2: A safe and well-maintained Downtown where people enjoy public space.	The Specific Plan's district-based zoning approach would not be implemented Alternative 1 would not facilitate the revitalization of the Civic Center district, the Commercial Core, and the Historic Core. Development would be planned according to the General Plan and would not include the provision of open space. The objective would not be met.
Goal #3: A built environment and programming which reflect the history, creativity and excellence of Compton.	Under Alternative 1, the Specific Plan's preservation of buildings with historical character would not be implemented. The Compton Walk would not be constructed, and the Compton Arts Project and other cultural programming events would not take place. The objective would not be met.
Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for circulating without cars.	The policies included in the Specific Plan which would encourage and permit the development of future pedestrian linkages to and from the Compton Metro A Line Station would not be realized under Alternative 1. The area surrounding the station would be less pedestrian-friendly (compared to the project) and ultimately the area would not function as a community gateway to Downtown Compton. Therefore, the objective would not be met under Alternative 1.
Goal #5: Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.	The Specific Plan would facilitate the development of 441 affordable housing units. Alternative 1 would permit the development of mixed use buildings but would not ensure affordability. Therefore, the objective would be met to a lesser extent than the project.
Goal #6: Increased opportunities for Compton residents to create and grow local businesses.	Under Alternative 1, the economic development strategies included under the Specific Plan would not be implemented. Future market-driven revitalization and investment in the area would not occur to the same extent as under the project.

The environmental effects of the No Project/General Plan Alternative are included in **Table 4.0-4, Comparison of Alternatives to the Project,** below.

Alternative 2 – Reduced Residential Growth

Aesthetics

Under the Reduced Residential Growth Alternative, the number of multi-family dwelling units would be reduced from 2,178 units to 978 units, when compared to the Specific Plan. As the City has not identified or designated any scenic vistas, similar to the Specific Plan, under the Reduced Residential Growth Alternative no impacts would occur related to scenic vistas. As discussed in the environmental analysis

included in **Section 3.1, Aesthetics,** future development would not result in continuous obstructed views of the Santa Monica Mountains or Downtown Los Angeles. While the number of multi-family dwelling would be reduced by 1,200, the Specific Plan's development standards and goals, including infill and compact development and the construction of a multi-modal transportation system would still be applicable under Alternative 2. Infill development would occur in designated areas and similar to the Specific Plan would not significantly change the existing visual character or quality, but rather would add to it by developing vacant parcels and implementing cohesive design guidelines. Further, potential light and glare impacts would continue to be reduced through the Specific Plan guidelines. As such, light and glare impacts would be less than significant, similar to the Specific Plan.

Air Quality

The magnitude of development under Alternative 2 would be less compared to the project by 1,200 multi-family units. Therefore, Alternative 2 would result in fewer construction emissions. Similar to the project, construction of emissions under Alternative 2 would not exceed the SCAQMD thresholds. However, it is expected that operational emissions associated with buildout of Alternative 2, although incrementally reduced compared to the project, would still exceed the SCAQMD thresholds for PM10 and PM2.5. Even with **Mitigation Measure AQ-1,** operational emissions would remain significant and unavoidable. Similar to the project, Alternative 2 would be consistent with the air quality-related regional plans and would not jeopardize attainment of state and federal ambient air quality standards. Consequently, compared to the project, impacts resulting from Alternative 2, would be incrementally reduced for construction and operation, but would remain significant and unavoidable.

Cultural Resources including Tribal Cultural Resources

Under the Reduced Residential Growth Alternative, the number of multi-family dwelling units would be reduced from 2,178 units to 978 units. No specific historical resources have been identified within the Plan area. Development, specifically grading, would have the potential unearth archaeological and/or paleontological resources. However, as the total amount of proposed development would be reduced, the number of sites developed (and associated potential for ground disturbance), could also be reduced. Specific projects would still be reviewed for consistency with the General Plan goals and policies, the Development Code, the Historic Preservation Ordinance, and the Compton Municipal Code, when applicable. The historic design guidelines included in the Specific Plan would still apply to all development under Alternative 2, as well as **Mitigation Measures CUL-1** through **CUL-4**. As such, impacts under the Reduced Residential Growth Alternative would be less than significant and would be slightly reduced compared to the project.

Energy

Implementation of the Reduced Residential Growth Alternative would result in energy consumption (including electricity, natural gas, and petroleum-fuel), but would not result in the wasteful or inefficient use of energy. With a reduction in the number of proposed multi-family units (978 under Alternative 2 compared to 2,178 under the Specific Plan) energy consumption could be slightly reduced. Similar to the Specific Plan, land use designations under Alternative 2 would be constructed in accordance with Title 24 requirements and therefore would include energy efficiency measures. Future development would continue to be focused around transit and include energy saving measures that are part of the Specific Plan (e.g., pedestrian linkages, bicycle lanes) which would reduce vehicle traffic (quantified as vehicle miles travelled (VMT)) in and around the specific plan area. Thus, with a reduction in the number of multi-family units, energy impacts would be less than significant and slightly less when compared to the Specific Plan.

Greenhouses Gases

Implementation of the Reduced Residential Growth Alternative would result in the construction of 1,200 fewer multi-family units when compared to the project. Buildout of Alternative 2 would generate fewer construction and operation GHG emissions when compared to the project, and similar to the project, would not exceed the SCAQMD significance thresholds during construction and operation. Similar to the Specific Plan, the Reduced Growth Alternative land uses would be consistent with the TOD Program and AB 32. However, the 1,200 units that would not be constructed near the Compton Station would still need to be constructed elsewhere in the City and/or region in order to achieve the State's housing goals. If not constructed near transit, the 1,200 units could result in increased GHG emissions elsewhere as a result of increased VMT. Nonetheless, under Alternative 2 impacts related to GHG would be less than significant, however they would be greater compared to the project.

Hazards and Hazardous Materials

While the proposed 2,178 multi-family units included in the Specific Plan would be reduced to 978 multi-family units under Alternative 2, operation of multi-family units do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials. Further, land uses that use, create, or dispose of hazardous materials are regulated and monitored by federal, state, and local regulations and policies. Specifically, future development within the specific plan area would be subject to compliance with the programs administered by the Los Angeles County Fire Department's Health Hazardous Material Division (HHMD). Thus, future development under the Reduced Residential Growth Alternative would be subject to the same existing federal, state, and local regulations, which would reduce potential impacts to less than significant.

Alternative 2 includes fewer residential units the number of people that could be exposed to hazardous materials. As such, impacts would be less than significant and reduced compared to the Specific Plan.

Hydrology and Water Quality

Under the Reduced Residential Growth Alternative, the proposed number of multi-family units included in the Specific Plan would be reduced. A majority of the specific plan area is developed and covered with impervious surface, thus future development would be limited to infill or redevelopment projects.

Similar to the project, projects developed under the Reduced Residential Growth Alternative would be required to comply with existing federal, state, and local regulations related to groundwater quality. Sustainable design features included in the Specific Plan as a means to reduce stormwater runoff volume (e.g., permeable paving, urban bioswales, efficient water irrigation, and drought tolerant landscaping) would be included under Alternative 2. As described above, most of the specific plan area is currently developed and Alternative 2 would not substantially reduce the amount of impervious surface within the plan area compared to the project. As such, water quality impacts would be similar to the Specific Plan, and would be less than significant.

Groundwater recharge areas would be minimally impacted by the Reduced Residential Growth Alternative as the specific plan area is developed and does not currently represent a significant source of groundwater recharge. Although Alternative 2 would result in a reduction in the number of multi-family units, implementation of this alternative could result in the same total area covered with new development as compared to the Specific Plan, with the reduction resulting in upper level multi-family units. Similar to buildout of the Specific Plan, construction activities under Alternative 2 could result in potentially significant impacts to water quality and could exceed the surrounding waterways total maximum daily loads (TMDLs). Construction activities would be subject to existing regulatory requirements, including compliance with the State General Construction Activity Storm Water Permit and the provisions in the MS4 Permit addressing control of construction phase water impacts. In addition, individual development projects would be required to submit a Hydrology/Hydraulic Report, SWPPP, and SUSMP, if applicable, and provide appropriate on-site mitigation measures. As such, construction-related impacts to hydrology and water quality would be similar to the Specific Plan and be less than significant.

Implementation of the Reduced Residential Growth Alternative could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, which in turn could result in flooding issues on or off-site. The design guidelines included in the Specific Plan, which would help mimic natural hydrologic conditions and in turn would reduce sheet flow and the velocity of stormwater while preventing soil erosion, would be implemented under Alternative 2. As the ability of the storm drainage system to

accommodate water flows is largely based on ground permeability and infrastructure capacity, the Specific Plan's design guidelines would help to reduce any future flooding and would be applied under the Reduced Residential Growth Alternative. As discussed above, the reduction in the number of multi-family units would not be expected to substantially decrease flooding potential. As a result, potential flooding impacts would be less than significant and would be similar to the project.

Land Use

The Reduced Residential Growth Alternative would reduce the allowable number of multi-family units by 1,200 dwelling units. This change in proposed land uses would not result in the potential to divide an established community as a majority of the specific plan area is currently developed. Further, Alternative 2 would continue to implement the principles of the Specific Plan that emphasize pedestrian linkages. The same design guidelines and development standards included in the Specific Plan would be included under the Reduced Residential Growth Alternative, and therefore, would be consistent with SCAG's strategies, and the General Plan's goals and policies. As such, impacts would be less than significant and would be similar to the project.

Noise

Grading and construction activities associated with the Reduced Residential Growth Alternative could intermittently and temporarily generate noise levels above ambient background levels including noise levels above those permissible by the General Plan, noise ordinance and other applicable standards. Generally, construction-related noise impacts would be short-term and localized in nature and would occur in accordance with the City's Municipal Code Noise Ordinance and any additional applicable plans or standards. In addition, some sensitive receptors could experience noise levels that would exceed the City's interior and exterior noise standards due to the increase in roadway noise, surrounding land uses, and temporary construction activities. Similar to the Specific Plan, development under the Reduced Residential Growth Alternative would be required to adhere to and implement the General Plan goals and policies, would be subject to rigorous federal and local environmental review, and would be required to abate increases in noise levels in accordance with applicable criteria. Further, individual development projects would be reviewed for project-specific impacts during any required environmental review. **Mitigation Measures NOI-1** and **NOI-2,** would continue to apply.

Specific construction activities such as pile driving could result in potential vibration impacts. The amount of development that would occur under Alternative 2 would still be expected to generate construction noise and vibration from activities such as pile driving.

Operational noise would also occur as a result of the Reduced Residential Growth Alternative as a combination of residential, retail, office and industrial uses would be developed. Although Alternative 2 would result in a reduction in the number of multi-family units developed compared to the project, the potential reduction in either construction or operational noise that would occur would be spread over the entire specific plan area and planning horizon. As the Reduced Residential Growth Alternative would be required to comply with existing ordinances regarding noise and identified mitigation measures would be applied. However, while less development would occur with Alternative 2, impacts would remain significant and unavoidable.

Population, Housing and Employment

The Reduced Residential Growth Alternative would reduce the number of multi-family dwelling units in the specific plan area from 2,178 units to 978 units, resulting in a lower projected population within the specific plan area; 4,147 residents compared to 9,236 residents under the Specific Plan. Under Alternative 2, future development would not result in the displacement of large numbers of existing housing units and or people or result in substantial population growth. Thus, similar to the project, implementation of the Reduced Residential Growth Alternative would not induce substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. Impacts would be less than significant, similar to the project.

Public Services

Fire

The Reduced Residential Growth Alternative would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. As buildout would occur over several years, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the plan area. The Compton Fire Department would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. As the Reduced Residential Growth Alternative includes a reduction in the amount of multi-family dwelling units that could be constructed, the number of services calls as well as the number of revenue generating sources would be reduced, accordingly. Thus, with continued monitoring of Compton Fire Department staffing levels by the county, impacts to fire services would be than significant. Further, with fewer number of multi-family units proposed and thus a reduction in the projected population growth, impacts to fire services would be slightly less when compared to the project.

Police

The Reduced Residential Growth Alternative would include 978 multi-family units compared to 2,178 multi-family units included in the Specific Plan. The reduction in the number of multi-family units would reduce the number of projected residents in the specific plan area by 5,089 residents. Similar to the project, as population within the specific plan area increases, additional police facilities, personnel, and equipment would be required to maintain adequate levels of police protection. Although under Alternative 2 the projected population growth would be less compared to the population growth projected under the project. Further, as buildout of the project would occur over several years, any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the specific plan area. Nonetheless, with continued monitoring of police department staffing levels by the City and the Los Angeles County Sheriff's Department, impacts would be less than significant. With fewer multi-family units proposed and thus a reduction in the projected population growth, impacts to police services would be slightly less when compared to the Specific Plan.

Education

The Reduced Residential Growth Alternative would result in a decrease in the number of proposed multi-family units, 978 compared to 2,178 under the Specific Plan; reducing the number of school aged children to from 915 students to approximately 411 students (including 225 elementary school students, 59 middle school students, and 127 high school student). Similar to the project, individual development projects associated with Alternative 2 would be assessed education facilities fees based on the use and size of each project. Pursuant to California Government Code Section 65995, payment of fees to CUSD is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. While the total amount of education facility fees generated by development associated with Alternative 2 would be less (compared to the Specific Plan), the revenue generated would be consistent with the increase in the number of students. Alternative 2 would also be required to comply with all applicable General Plan policies and actions, and state and federal regulations. Therefore, similar to the Specific Plan, impacts under Alternative 2 related to education facilities would be less than significant. With fewer multi-family units proposed and thus a reduction in the projected population growth, impacts to educational facilities would be slightly less when compared to the Specific Plan.

Library Services

Under the Reduced Residential Growth Alternative 978 multi-family dwelling units would be proposed, compared to the 2,718 multi-family units proposed under the Specific Plan. With the reduction in the number of multi-family units, the projected population growth would be reduced, decreasing impacts to library related services. Additionally, Alternative 2 would include the vision for a new library and community meeting space. As such, impacts to library services associated with the implementation of Alternative 2 would be less than significant, similar to the project.

Recreation

The Reduced Residential Growth Alternative would include 978 multi-family units compared to 2,178 multi-family units included in the Specific Plan. The reduction in the number of multi-family units would reduce the number of projected residents living in the specific plan area by 5,089 residents. Buildout of Alternative 2 would require the addition of parkland acres to address the existing parkland deficit. Similar to the Specific Plan, Alternative 2 would include design measures and policies for paseos, plazas, and public spaces to be incorporated in the specific plan area. Additionally, all new development projects are expected to 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. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Thus impacts would be similar to the project and would be less than significant. With fewer multi-family units proposed and thus a reduction in the projected population growth, impacts to recreational services would be slightly less when compared to the Specific Plan.

Traffic and Circulation

Under the Reduced Residential Growth Alternative 978 multi-family units would be developed, compared to 2,178 under the project. As no changes would be made to the proposed retail, office, lodging, or service uses, the projected daily trips for all other future development would remain the same as compared to the project. The Reduced Residential Growth Alternative would include 1,200 fewer units and therefore would not have the density to achieve the VMT reductions on a per capita basis as the project. Overall, without the higher levels of residential use, VMT per capita would be greater than the proposed project, and potentially significant.

Utilities and Services

Water Supply

The Reduced Residential Growth Alternative would reduce the number of multi-family units by 1,200 units. The reduction of multi-family units would result in a decrease in water demand. The City of Compton Water Utility District (CWUD) 2015 Urban Water Management Plan (UWMP) anticipates that the Department is capable of meeting the water demands of its customers, including those in the specific plan area, in normal, single dry, and multiple dry years. Further, the water efficient design guidelines included in the Specific Plan such as, water efficient irrigation, urban bioswales, and drought tolerant landscaping would be incorporated in Alternative 2 and would further reduce water consumption in the specific plan area. Water demand impacts under Alternative 2 would be less than significant and would be reduced compared to the project.

Wastewater

Implementation of the Reduced Residential Growth Alternative would decrease the number of proposed multi-family units within the specific plan area. Individual development projects under the Reduced Residential Growth Alternative would generate wastewater typical of residential and commercial uses. Buildout of Alternative 2 would not disrupt sewer services in the specific plan area or exceed the capability of the LACSD to meet the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge requirements. Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction of future development projects. Implementation of the Reduced Residential Growth Alternative would result in less than significant impacts, and would be reduced compared to the project.

Solid Waste

Implementation of the Reduced Residential Growth Alternative would decrease the number of proposed multi-family units within the specific plan area. Construction activities associated with buildout of the Reduced Residential Growth Alternative would generate construction-related solid waste including wood, paper, metal, plastic, cardboard, and green wastes. Although the Reduced Residential Growth Alternative would result in a reduction in the number of multi-family units, construction-related solid waste impacts could be similar to the Specific Plan as larger multi-family units may be constructed and/or the same number of multi-family buildings may be constructed with less dwelling units. Future projects under the Reduced Residential Growth Alternative would be required to recycle/divert 75 percent of the construction waste, pursuant to the requirements of AB 939. Therefore, similar to the project, implementation of the

Reduced Residential Growth Alternative would reduce the amount of solid waste generated compared to the plan, and impacts would be less than significant.

Electricity

Future development resulting from the implementation of the Reduced Residential Growth Alternative would result in the long-term and continued use of electricity resources. Similar to the project, potential electricity impacts associated with new developments would be evaluated on a project-by-project basis. New development would be served by Southern California Edison (SCE) and would be required to pay applicable fees assessed by the Department necessary to provide service to the specific project. The Department would not provide service to future projects if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Impacts to electricity resources would be less than significant. Further, with a reduction in the number of multi-family units, electricity use would be reduced slightly when compared to the project.

Natural Gas

Future development resulting from the implementation of the Reduced Residential Growth Alternative would result in long-term and continued use of natural gas resources. Alternative 2 would include a reduction in the number of multi-family units compared to the project. Similar to the project, potential natural gas impacts associated would be evaluated on a project-by-project basis and would be required to pay applicable fees assessed by SoCalGas before service is provided to a project site. SoCalGas would not provide service to new developments if there were not adequate natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated demands of the project. Similar to the project, implementation of Alternative 2 would result in less than significant impacts to natural gas services; with a reduction in the number of multi-family units, when compared to the Specific Plan, natural gas impacts would be reduced slightly under this alternative.

Relationship to the Project Objectives

The project's objectives are included in **Table 4.0-2, Alternative 2 Relationship to the Project Objectives.** As shown in **Table 4.0-2,** Alternative 2 would achieve most of the project objectives, however a few objectives would be met to a lesser extent than the project because the proposed number of multi-family units would be less.

Table 4.0-2
Alternative 2 Relationship to the Specific Plan Goals

Compton TOD Specific Plan Goals	Relationship to Goals
Goal #1: An economically active and vibrant station area which attracts investment and provides quality amenities to the community.	Development and streetscape improvements implemented under Alternative 2 would be centered around the Compton Metro A Line Station. However, it would not promote the same amount of density and investment, nor would it revitalize the two opportunity sites – the Renaissance and Towne Center. This objective would not be met.
Goal #2: A safe and well-maintained Downtown where people enjoy public space.	All additional non-residential growth, as well as landscaping and transportation improvements associated with the Specific Plan would be implemented as proposed, including open space programming. This objective would be met under Alternative 2.
Goal #3: A built environment and programming which reflect the history, creativity and excellence of Compton.	Under Alternative 2, the buildings of historic character would be preserved. The Compton Walk and its programming would be implemented, including the Compton Arts Project. Therefore, this objective would be met under Alternative 2.
Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for circulating without cars.	The policies included in the Specific Plan that would encourage and permit the development of future pedestrian linkages to and from the Compton Metro A Line Station would be realized under Alternative 2. All additional non-residential growth, as well as landscaping and transportation improvements associated with the Specific Plan would be implemented as proposed, including open space programming. This objective would be met under Alternative 2.
Goal #5: Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.	Alternative 2 would result in the reduction of the number of multi-family units (2,178 to 978). As fewer units would be developed, affordability will likely decrease. As such, this objective would not be met.
Goal #6: Increased opportunities for Compton residents to create and grow local businesses.	The buildout of Alternative 3 would provide the same range of supportive benefits for the local community and strategies to increase economic activity. Thus, this objective would be met under Alternative 2.

Alternative 3 – Ideal Urban Form Alternative

Aesthetics

Under the Ideal Urban Form Alternative, the number of multi-family dwelling units would be increased from 2,178 units to 2,970 units, when compared to the Specific Plan. As the City has not identified or designated any scenic vistas, similar to the Specific Plan, under the Ideal Urban Form Alternative no impacts would occur related to scenic vistas. As discussed in the environmental analysis included in **Section 3.1, Aesthetics,** future development would not result in continuous obstructed views of the Santa Monica Mountains or Downtown Los Angeles. While the number of multi-family dwelling would increase by 792 units, the Specific Plan's development standards and goals, including infill and compact

development and the construction of a multi-modal transportation system would still be applicable under Alternative 3. Infill development would occur in designated areas and similar to the Specific Plan would not significantly change the existing visual character or quality, but rather would add to it by developing vacant parcels and implementing cohesive design guidelines. This Alternative would potentially result in greater impacts related to light and glare, visual character of neighborhoods as more intense development occurs within the Downtown area. Taller buildings could overwhelm historic buildings. However, since development would occur in an existing urbanized area, impacts to visual resources would be less than significant, as with the Specific Plan. While impacts would not be significant, they would be greater when compared to the Specific Plan.

Air Quality

Development under Alternative 3 would be increased by 792 multi-family units. Therefore, Alternative 3 would result in greater construction emissions. Similar to the project, construction of emissions under Alternative 3 would not exceed the SCAQMD thresholds. However, it is expected that operational emissions associated with buildout of Alternative 3 would exceed the SCAQMD thresholds for PM10 and PM2.5. Even with **Mitigation Measure AQ-1,** operational emissions would remain significant and unavoidable. Similar to the project, Alternative 3 would be consistent with the air quality-related regional plans and would not jeopardize attainment of state and federal ambient air quality standards. Consequently, compared to the project, impacts resulting from Alternative 3, would be incrementally greater for construction and operation, and would be significant and unavoidable.

Cultural Resources including Tribal Cultural Resources

Under the Ideal Urban Form Alternative, the number of multi-family dwelling units would be increased from 2,178 units to 2,970 units. No specific historical resources have been identified within the Plan area. Development, specifically grading, would have the potential unearth archaeological, paleontological and/or tribal cultural resources. Specific projects would still be reviewed for consistency with the General Plan goals and policies, the Development Code, the Historic Preservation Ordinance, and the Compton Municipal Code, when applicable. The historic design guidelines included in the Specific Plan would still apply to all development under Alternative 3, as well as **Mitigation Measures CUL-1** through **CUL-4**. As such, while impacts under the Ideal Urban Form Alternative would be greater compared to the Specific Plan, the impacts would be less than significant.

Energy

Implementation of the Ideal Urban Growth Alternative would result in energy consumption (including electricity, natural gas, and petroleum-fuel), but would not result in the wasteful or inefficient use of

energy. With an increase in the number of proposed multi-family units (2,970 under Alternative 3 compared to 2,178 under the Specific Plan) energy consumption could be slightly increased. Similar to the Specific Plan, land use designations under Alternative 3 would be constructed in accordance with Title 24 requirements and therefore would include energy efficiency measures. Future development would continue to be focused around transit and include energy saving measures that are part of the Specific Plan (e.g., pedestrian linkages, bicycle lanes) which would reduce vehicle traffic (quantified as vehicle miles travelled (VMT)) in and around the specific plan area to the same extent. Thus, with even with an increase in the number of multi-family units, energy impacts would be less than significant and similar to the Specific Plan.

Greenhouse Gas Emissions

Implementation of the Ideal Urban Form Alternative would result in the construction of 793 additional multi-family units when compared to the Specific Plan. Buildout of Alternative 3 would generate greater construction and operation GHG emissions when compared to the project, and similar to the project, would not exceed the SCAQMD significance thresholds during construction and operation. Similar to the Specific Plan, the Ideal Urban Form Alternative land uses would be consistent with the TOD Program and AB 32. Further, Alternative 3 would add more housing near transit and could help to reduce overall VMT and associated GHG. As a result, impacts would be less than significant and less than the project.

Hazards and Hazardous Materials

While the proposed 2,178 multi-family units included in the Specific Plan would be increased to 2,970 multi-family units under Alternative 3, operation of multi-family units do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials. Further, land uses that use, create, or dispose of hazardous materials are regulated and monitored by federal, state, and local regulations and policies. Specifically, future development within the specific plan area would be subject to compliance with the programs administered by the Los Angeles County Fire Department's Health Hazardous Material Division (HHMD). Thus, future development under the Ideal Urban Form Alternative would be subject to the same existing federal, state, and local regulations, which would reduce potential impacts to less than significant. Alternative 3 includes more residential units, increasing the number of people that could be exposed to hazardous materials. As such, impacts would be slightly increased compared to the Specific Plan.

Hydrology and Water Quality

Under the Ideal Urban Form Alternative, the proposed number of multi-family units included in the Specific Plan would be increased. A majority of the specific plan area is developed and covered with impervious surface, thus future development would be limited to infill or redevelopment projects.

Similar to the project, projects developed under the Ideal Urban Form Alternative would be required to comply with existing federal, state, and local regulations related to groundwater quality. Sustainable design features included in the Specific Plan as a means to reduce stormwater runoff volume (e.g., permeable paving, urban bioswales, efficient water irrigation, and drought tolerant landscaping) would be included under Alternative 3. As described above, most of the specific plan area is currently developed, thus Alternative 3 would not substantially reduce the amount of impervious surface within the plan area compared to the project. As such, water quality impacts would be similar to the Specific Plan, and would be less than significant.

Groundwater recharge areas would be minimally impacted by the Ideal Urban Form Alternative as the specific plan area is developed and does not currently represent a significant source of groundwater recharge. Although Alternative 3 would result in an increase in the number of multi-family units, implementation of this alternative would result in the same total area covered with new development as compared to the Specific Plan, with the increase resulting in upper level multi-family units. Similar to buildout of the Specific Plan, construction activities under Alternative 3 could result in potentially significant impacts to water quality and could exceed the surrounding waterways total maximum daily loads (TMDLs). Construction activities would be subject to existing regulatory requirements, including compliance with the State General Construction Activity Storm Water Permit and the provisions in the MS4 Permit addressing control of construction phase water impacts. In addition, individual development projects would be required to submit a Hydrology/Hydraulic Report, SWPPP, and SUSMP, if applicable, and provide appropriate on-site mitigation measures. As such, construction-related impacts to hydrology and water quality would be similar to the Specific Plan and be less than significant.

Implementation of the Ideal Urban Form Alternative could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, which in turn could result in flooding issues on or off-site. The design guidelines included in the Specific Plan, which would help mimic natural hydrologic conditions and in turn would reduce sheet flow and the velocity of stormwater while preventing soil erosion, would be implemented under Alternative 3. As the ability of the storm drainage system to accommodate water flows is largely based on ground permeability and infrastructure capacity, the Specific Plan's design guidelines would help to reduce any future flooding and would be applied under the Ideal Urban Form Alternative. As discussed above, the increase in the number of multi-family units would not be expected

to substantially increase flooding potential. As a result, potential flooding impacts would be less than significant and would be similar to the project.

Land Use

The Ideal Urban Form Alternative would increase the allowable number of multi-family units by 792 dwelling units. This change in proposed land uses would not result in the potential to divide an established community as a majority of the specific plan area is currently developed. Further, Alternative 3 would continue to implement the principles of the Specific Plan that emphasize pedestrian linkages. The same design guidelines and development standards included in the Specific Plan would be included under the Ideal Urban Growth Alternative, and therefore, would be consistent with SCAG's strategies, and the General Plan's goals and policies. As such, impacts would be less than significant and would be similar to the project.

Noise

Grading and construction activities associated with the Ideal Urban Form Alternative could intermittently and temporarily generate noise levels above ambient background levels including noise levels above those permissible by the General Plan, noise ordinance and other applicable standards. Generally, construction-related noise impacts would be short-term and localized in nature and would occur in accordance with the City's Municipal Code Noise Ordinance and any additional applicable plans or standards. In addition, some sensitive receptors could experience noise levels that would exceed the City's interior and exterior noise standards due to the increase in roadway noise, surrounding land uses, and temporary construction activities. Similar to the Specific Plan, development under the Ideal Urban Form Alternative would be required to adhere to and implement the General Plan goals and policies, would be subject to rigorous federal and local environmental review, and would be required to abate increases in noise levels in accordance with applicable criteria. Further, individual development projects would be reviewed for project-specific impacts during any required environmental review. **Mitigation Measures NOI-1** and **NOI-2,** would continue to apply.

Specific construction activities such as pile driving could result in potential vibration impacts. The amount of development that would occur under Alternative 3 would be expected to generate construction noise and vibration from activities such as pile driving.

Operational noise would also occur as a result of the Ideal Urban Form Alternative as a combination of residential, retail, office and industrial uses would be developed. Alternative 3 would result in an increase in the number of multi-family units developed compared to the Specific Plan, and as a result, the potential increase in either construction or operational noise would occur. The Ideal Urban Form would be required

to comply with existing ordinances regarding noise, and identified mitigation measures would be applied, however, construction and operational noise impacts would be remain significant and unavoidable and would be incrementally greater than the Specific Plan.

Population, Housing, and Employment

The Ideal Urban Form Alternative would increase the number of multi-family dwelling units in the specific plan area from 2,178 units to 2,970 units, resulting in a greater projected population within the specific plan area; 12,516 residents compared to 9,236 residents under the Specific Plan. Under Alternative 3, future development would not result in the displacement of large numbers of existing housing units and or people or result in substantial population growth. Thus, similar to the project, implementation of the Ideal Urban Form Alternative would not induce substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. This alternative would also exceed the SCAG projections for the area, but would be consistent with the State's goals for increased housing near transit. Impacts would be less than significant, similar to the project.

Public Services

Fire

The Ideal Urban Form Alternative would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. As buildout would occur over several years, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the plan area. The Compton Fire Department would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. As the Ideal Urban Form Alternative includes an increase in the amount of multi-family dwelling units that could be constructed, the number of services calls as well as the number of revenue generating sources would be increased, accordingly. Thus, with continued monitoring of Compton Fire Department staffing levels by the county, impacts to fire services would be less than significant, although greater compared to the Specific Plan as a result of the increased population growth.

Police

The Ideal Urban Form Alternative would include 2,970 multi-family units compared to 2,178 multi-family units included in the Specific Plan. The increase in the number of multi-family units would increase the number of projected residents in the specific plan area by 3,280 residents. Similar to the project, as population within the specific plan area increases, additional police facilities, personnel, and equipment

would be required to maintain adequate levels of police protection. As buildout of the project would occur over several years, the increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the specific plan area. Nonetheless, with continued monitoring of police department staffing levels by the City and the Los Angeles County Sheriff's Department, impacts would be less than significant. With greater multi-family units proposed and thus an increase in the projected population growth, impacts to police services would be greater when compared to the Specific Plan.

Education

The Ideal Urban Form Alternative would result in an increase in the number of proposed multi-family units, 2,970 compared to 2,178 under the Specific Plan; reducing the number of school aged children to from 915 students to approximately 1,247 students (including 683 elementary school students, 178 middle school students, and 386 high school student). Similar to the project, individual development projects associated with Alternative 3 would be assessed education facilities fees based on the use and size of each project. Pursuant to California Government Code Section 65995, payment of fees to CUSD is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. While the total amount of education facility fees generated by development associated with Alternative 3 would be greater than the Specific Plan, the revenue generated would be consistent with the increase in the number of students. Alternative 3 would also be required to comply with all applicable General Plan policies and actions, and state and federal regulations. Therefore, similar to the Specific Plan, impacts under Alternative 3 related to education facilities would be less than significant. With greater multi-family units proposed and thus an increase in the projected population growth, impacts to educational facilities would be greater when compared to the Specific Plan.

Library Services

Under the Ideal Urban Form Alternative, 2,970 multi-family dwelling units would be proposed, compared to the 2,718 multi-family units proposed under the Specific Plan. With the addition in the number of multi-family units, the projected population growth would be increased, increasing impacts to library related services. However, similar to the Specific Plan, Alternative 3 would include the vision for a new library and community meeting space. As such, impacts to library services associated with the implementation of Alternative 3 would be less than significant, similar to the project. With greater multi-family units proposed and thus an increase in the projected population growth, impacts to library facilities would be greater when compared to the Specific Plan.

Recreation

The Ideal Urban Form Alternative would include 2,970 multi-family units compared to 2,178 multi-family units included in the Specific Plan. The reduction in the number of multi-family units would reduce the number of projected residents living in the specific plan area by 3,280 residents. Buildout of Alternative 3 would require the addition of parkland acres to address the existing parkland deficit. Similar to the Specific Plan, Alternative 3 would include design measures and policies for paseos, plazas, and public spaces to be incorporated in the specific plan area. Additionally, all new development projects are expected to 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. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Thus impacts would be similar to the project and would be less than significant. With greater multi-family units proposed and thus an increase in the projected population growth, impacts to recreational facilities would be greater when compared to the Specific Plan.

Traffic and Circulation

Under the Ideal Urban Form Alternative 2,970 multi-family units would be developed, compared to 2,178 under the project. As no changes would be made to the proposed retail, office, lodging, or service uses, the projected daily trips for all other future development would remain the same as compared to the project. The increased density under this alternative has the potential to further reduce VMT by adding additional population to the specific plan area. As such, the Ideal Urban Form Alternative would be less than significant, and similar or slightly reduced when compared to impacts under the Specific Plan.

Utilities and Services

Water Supply

The Ideal Urban Form Alternative would increase the number of multi-family units by 792 units. The addition of multi-family units would result in an increase in water demand. The City of Compton Water Utility District (CWUD) 2015 Urban Water Management Plan (UWMP) anticipates that the Department is capable of meeting the water demands of its customers, including those in the specific plan area, in normal, single dry, and multiple dry years. Further, the water efficient design guidelines included in the Specific Plan such as, water efficient irrigation, urban bioswales, and drought tolerant landscaping would be incorporated in Alternative 3 and would further reduce water consumption in the Specific Plan area. As demonstrated above, water demand impacts under Alternative 3 would be greater than the Specific Plan, but less than significant.

Wastewater

Implementation of the Ideal Urban Form Alternative would increase the number of proposed multi-family units within the Specific Plan Area. Individual development projects under the Ideal Urban Form Alternative would generate wastewater typical of residential and commercial uses. Buildout of Alternative 3 would not disrupt sewer services in the specific plan area or exceed the capability of the LACSD to meet the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge requirements. Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction of future development projects. Implementation of the Ideal Urban Form Alternative would result in less than significant impacts, similar to the project. However, with greater multi-family units proposed and thus an increase in the projected population growth, more wastewater would be produced when compared to the Specific Plan.

Solid Waste

Implementation of the Ideal Urban Form Alternative would increase the number of proposed multi-family units within the Specific Plan Area. Construction activities associated with buildout of the Ideal Urban Form Alternative would generate construction-related solid waste including wood, paper, metal, plastic, cardboard, and green wastes. Although the Ideal Urban Form Alternative would result in a greater number of multi-family units, construction-related solid waste impacts could be similar to the Specific Plan as larger multi-family units may be constructed and/or the same number of multi-family buildings may be constructed with more dwelling units. Future projects under the Ideal Urban Form Alternative would be required to recycle/divert 75 percent of the construction waste, pursuant to the requirements of AB 939. Therefore, similar to the project, implementation of the Ideal Urban Form Alternative would not result in significant construction-related solid waste impacts. However, with greater multi-family units proposed and thus an increase in the projected population growth, more solid waste would be produced when compared to the Specific Plan.

Electricity

Future development resulting from the implementation of the Ideal Urban Form Alternative would result in the long-term and continued use of electricity resources. Similar to the project, potential electricity impacts associated with new developments would be evaluated on a project-by-project basis. New development would be served by Southern California Edison (SCE) and would be required to pay applicable fees assessed by the Department necessary to provide service to the specific project. The Department would not provide service to future projects if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the

specific development requesting service. Although compared to the Specific Plan, electricity use would be greater as a result of a greater number of multi-family units, impacts to electricity resources would be less than significant.

Natural Gas

Future development resulting from the implementation of the Ideal Urban Form Alternative would result in long-term and continued use of natural gas resources. Alternative 3 would include an increase in the number of multi-family units compared to the project. Similar to the project, potential natural gas impacts associated would be evaluated on a project-by-project basis and would be required to pay applicable fees assessed by SoCalGas before service is provided to a project site. SoCalGas would not provide service to new developments if there were not adequate natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated demands of the project. Although compared to the Specific Plan, natural gas use would be greater as a result of a greater number of multi-family units, impacts to natural gas resources would be less than significant.

Relationship to the Project Objectives

The project's objectives are included in **Table 4.0-3, Alternative 3 Relationship to the Specific Plan Goals.** No changes would be made to the Specific Plan's development standards, guidelines, and policies. As shown in **Table 4.0-3,** Alternative 3 would achieve all of the project objectives to the same extent as the Specific Plan.

Table 4.0-3
Alternative 3: Relationship to the Specific Plan Goals

Compton TOD Specific Plan Guiding Principles	Relationship to Objective
Goal #1: An economically active and vibrant station area which attracts investment and provides quality amenities to the community.	Development and streetscape improvements implemented under Alternative 3 would be centered around the Compton Metro A Line Station. The increased density would attract additional investment and would add to an economically and vibrate area This objective would be met under Alternative 3.
Goal #2: A safe and well-maintained Downtown where people enjoy public space.	All additional non-residential growth, as well as landscaping and transportation improvements associated with the Specific Plan would be implemented as proposed, including open space programming. This objective would be met under Alternative 3.
Goal #3: A built environment and programming which reflect the history, creativity and excellence of Compton.	Under Alternative 3, the buildings of historic character would be preserved. The Compton Walk and its programming would be implemented, including the Compton Arts Project. Therefore, this objective would be met under Alternative 3.
Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for circulating without cars.	The policies included in the Specific Plan which would encourage and permit the development of future pedestrian linkages to and from the Compton Metro A Line Station would be realized under Alternative 3. Development standards and design guidelines that support and encourage transit-oriented development and ultimately increase safe, direct, and convenient pedestrian access to transit facilities would be implemented. This objective would be met under Alternative 3.
Goal #5: Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.	Alternative 2 would result in an increase of the number of multi-family units (2,178 to 2,970). The amount of affordable units would increase from 441 units to 463 units. As such, this objective would be met under Alternative 3.
Goal #6: Increased opportunities for Compton residents to create and grow local businesses.	The buildout of Alternative 3 would provide the same range of supportive benefits for the local community and strategies to increase economic activity. Thus, this objective would be met under Alternative 3.

The environmental effects of Alternative 3 are included in **Table 4.0-11, Comparison of Alternatives to the Project,** below.

4.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the *State CEQA Guidelines* requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in an EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

Table 4.0-11, Comparison of Alternatives to the Project, summarizes the impact of each alternative and whether impacts would be similar, less, or greater when compared to the project.

As shown in **Table 4.0-4**, none of the alternatives would eliminate the significant impact associated with the project (operational air quality). However, the Reduced Residential Growth Alternative (Alternative 2) would incrementally reduce the significant impact due to a reduction in the overall population and by invoking the Specific Plan's goals and principles, such as emphasizing mixed-use and pedestrian-oriented development in and around the Metro A Line Compton Station and Downtown Compton. Additionally, impact areas determined to be less than significant that are driven by population, including energy, public services and utilities, including fire, police, and library services, electricity and natural gas consumption, as well as solid waste and wastewater generation, and water consumption would be reduced. This would occur by reducing the number of multi-family units (from 2,178 units to 978 units), which would reduce the projected population growth (from 9,236 residents to 1,944 residents) associated with buildout of Alternative 2. Although the Reduced Residential Growth Alternative would not eliminate the significant impact associated with buildout of the project (e.g., operational air quality) and would potentially result in an additional traffic (VMT) impact and incrementally increase GHG impacts, Alternative 2 is identified as the environmentally superior alternative because it would incrementally reduce the project related significant impact and result in the least impacts to public services and finite resources of the alternatives analyzed.

In addition, Alternative 2 would fulfill most of the Specific Plan's objectives, although in some cases to a lesser extent than compared to the project. Market forces will ultimately dictate the number of multi-family units, however, the assumptions used to analyze the Specific Plan reflect the analysis included in the Market Study completed for the project. Should the market dictate the need for fewer multi-family units, the flexibility in the Specific Plan would accommodate these changes.

4.7 COMPARISON OF ALTERNATIVES

Table 4.0-4 summarizes the effects of the alternatives.

Table 4.0-4
Comparison of Alternatives to the Project

Environmental Issue Area	Project	No Project	Alternative 2	Alternative 3
Aesthetics	Less than significant	Incrementally less, less than significant	Similar, less than significant	Greater, less than significant
Air Quality	Significant and unavoidable, operation level, even with **Mitigation Measure AQ-1**	Incrementally less, operation level significant and unavoidable	Incrementally less, operation level significant and unavoidable	Similar, operation level significant and unavoidable
Cultural Resources including Tribal Cultural Resources	Less than significant with **Mitigation Measures CUL-1** through **CUL-4**	Similar, less than significant	Incrementally less, less than significant	Greater, less than significant
Energy	Less than significant	Greater, less than significant	Incrementally less, less than significant	Similar, less than significant
Greenhouse Gases	Less than significant	Similar, less than significant	Greater, less than significant	Incrementally less, less than significant
Hazards and Hazardous Materials	Less than significant	Similar, less than significant	Incrementally less, less than significant	Greater, less than significant
Hydrology and Water Quality	Less than significant	Similar, less than significant	Similar, less than significant	Similar, less than significant
Land Use	Less than significant	Similar, less than significant	Similar, less than significant	Similar, less than significant
Noise	Significant and unavoidable, even with **Mitigation Measure NOI-1 and NOI-2.**	Incrementally less, significant and unavoidable	Incrementally less, significant and unavoidable	Greater, Significant and unavoidable
Population, Housing, and Employment	Less than significant	Similar, less than significant	Similar, less than significant	Similar, less than significant

Environmental Issue Area	Project	No Project	Alternative 2	Alternative 3
Fire Protection	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Police Protection	Less than significant with	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Education	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Library Services	Less than significant	Greater, less than significant	Similar, less than significant	Greater, less than significant
Recreation	Less than significant	Greater, less than significant	Incrementally less, less than significant	Greater, less than significant
Transportation	Less than significant	Greater, potentially significant	Greater, potentially significant	Similar, less than significant
Water Supply	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant.	Greater, less than significant
Wastewater	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Solid Waste	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Electricity	Less than significant	Similar, less than significant	Incrementally less, less than significant	Greater, less than significant
Natural Gas	Less than significant	Similar, less than significant	Incrementally less, less than significant	Greater, less than significant

Source: Impact Sciences, 2022

5.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by Section 15128 of the *CEQA Guidelines*, an EIR shall contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and are, therefore, not discussed in detail in the EIR. In accordance with the *CEQA Guidelines*, this section discusses the environmental issue areas where impacts were found not to be significant. These discussions address the *CEQA Guidelines* Appendix G questions for each of the environmental topic areas where the proposed Compton TOD Specific Plan would result in either a less than significant impact or no impact.

5.1 BIOLOGICAL RESOURCES

The Specific Plan 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

No impact. The City of Compton generally consists of predominantly urban land with previously disturbed soils, which has led to highly fragmented habitats. Several scattered urban parks and golf courses with landscaped vegetation exist within a five-mile radius of the Plan area. 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 Plan area. The Palos Verdes Peninsula, which contains a network of habitat reserves, is located more than nine miles from the Plan area. Compton Creek, approximately 500 feet west of the southwestern most part of the Plan area, 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 Plan area. The Plan area is located in Township 3 South, Range 13 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 U.S. Fish and Wildlife Service that has the potential to be affected by activities in this location: Coastal California Gnatcatcher (*Polioptila californica californica*).[1] The nearest sensitive species to the Plan area are located within the Compton Creek. The Draft 2030 General Plan identifies the wetland habitat in the soft-bottomed portion of Compton Creek to include cattails, aquatic grasses, killdeer, red-winged blackbirds and great

[1] United States Fish and Wildlife Service. Information for Planning and Consultation Database. Available online at: https://ipac.ecosphere.fws.gov/location/KMOOIPTK4FHVRMUMT25EAMZ5PQ/resources, accessed March 3, 2022

blue heron; however, that portion of the Creek lies adjacent to the 91 freeway and the new Gateway Towne Center development on Alameda Street approximately more than a mile and half southeast from Compton Station.[2] Therefore, there are no critical habitats, national wildlife refuge lands, or wetlands identified at this location. The Plan area 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).[3]

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 U.S. Fish and Wildlife Service. For these reasons, the Specific Plan would have a no impact with regard to biological resources.

The Specific Plan would not 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 Plan area is made up of urban development and is highly disturbed under existing conditions, with little potential for any riparian habitat or other sensitive natural community to flourish. Before settlement, Compton Creek was a riparian habitat, home to a diversity of plant life, birds, insects, and fish. Although Compton Creek lies 200 feet southwest of the Plan Area, the 2030 General Plan identifies Compton Creek as mostly lined with concrete. The only section of the Creek that retains some of its original character with its earthen-bottom is located adjacent to the 91 freeway and the new Gateway Towne Center development on Alameda Street. This small portion of the southern section of the creek contains a wetland/riparian habitat maintained by the Los Angeles County Department of Public Works; however, it lies more than a mile and half southeast from the Compton Station. Therefore, no riparian habitat nor other sensitive natural community exists within the project site or in the surrounding area. Implementation of the proposed Plan would not have a substantial adverse effect on any riparian habitat

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2 This small portion of the southern section of the creek contains a wetland/riparian habitat is maintained by the Los Angeles County Department of Public Works. City of Compton 2030 General Plan.

3 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

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.

The Specific Plan would not 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. the Plan Area is highly disturbed under existing conditions, with no state or federally protected wetlands on site or in the general vicinity of the project. Compton Creek runs 500 feet southwest of the Plan Area; however, most of it is filled with concrete and the Creek has not been identified as containing a significant ecological area.[4]

The Plan area principally consists of urban development, with no wetlands nor bodies of water within the Plan area or in the surrounding area.[5] Buildout of the proposed Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact occur.

The Specific Plan would not 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. Compton Creek lies 500 feet from the Project Area; however, as that portion of the Creek is filled with concrete, there is no evidence of wildlife corridors or native wildlife nursery sites in which fish are present are located on the project site, and the 2030 General Plan does not identify this portion of Compton Creek as containing wetland/riparian habitat. Additionally, several mature trees are present within the Plan area 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 buildings within the Plan area. 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. Compliance with the MBTA is required of all development and would ensure impacts to nesting birds would not occur.

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4 Ibid.

5 U.S. Fish and Wildlife Service. *National Wetlands Inventory*. 2020. Accessed October 2020 online at: https://www.fws.gov/wetlands/data/mapper.html.

The Plan area is located in a dense urban area consisting predominantly of manufacturing and commercial land uses immediately adjacent to the Metro Station, with low, medium and high-density residential land uses outside of the commercial and manufacturing zones. The Metro A line and Alameda Corridor both bisect the Plan area north-south, limiting the ability of any wildlife movement. As such, the Plan area has a limited ability to support both native resident and migratory species. These disturbances decrease the Plan area's value as suitable breeding and foraging habitat, and also as a migration corridor 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. There are no large blocks of natural open space within the Plan area that are considered essential for long-term plant and wildlife viability in Los Angeles County. For these reasons, the Specific Plan would have a less than significant impact.

The Specific Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Less Than Significant. As noted above, the Plan area is predominantly characterized by manufacturing and commercial land uses immediately adjacent to the Metro A Line, with low, medium and high-density residential land uses outside of the commercial and manufacturing zones. 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. As no specific projects are currently proposed under this Proposed Plan, implementation of the proposed Specific Plan would not conflict with the provisions of the City of Compton Municipal Code. For these reasons, there would be a less than significant impact.

The Specific Plan would not 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 Plan area 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.

5.2 WILDFIRE

The Specific Plan would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Less than Significant Impact. The Plan area is surrounded on all sides by existing infrastructure including roadways a bike path, and a transit line. A major freeway, Interstate 710, is located about two miles east from the Compton Metro Station, and the 105 is located northeast of the Plan area, providing ready access to residents and employees. Construction pursuant to the proposed Specific Plan would occur over a period of 20 years on discreet sites in various locations within the Plan area. Although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan area would be maintained at all times as required. As part of the review and approval of site-specific development projects within the Plan area, development plans will be reviewed by the City's police and fire agencies prior to construction to ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed.

The Specific Plan would aim to improve the vehicular, pedestrian, and bicycle access and connectivity from the Compton Station throughout the Plan Area. The Specific Plan does not include the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, such as the City's Emergency Operations Plan (EOP).[6] Accordingly, the Plan would not impair any adopted emergency response plan or emergency evacuation plan and impacts would therefore be less than significant.

The Specific Plan would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

No Impact. Wildfires have the potential to occur not only in fire-prone undeveloped areas, but also in developed areas where existing transmission lines, lightning strikes, lawn equipment operated over dry grass, fireworks, and even arson may ignite a wildfire. Wildfires pose a significant public health risk due to their air quality impacts, particularly with regard to smoke and particulate matter exposure. This risk persists even after a wildfire is extinguished because particulate matter from fire ash can be picked up by winds.

The Plan area is not located within a Very High Fire Hazard Zone, nor does the Plan area contain vegetation that could contribute to the uncontrolled spread of wildfire.[7] The nearest VHFHZ is located more than ten

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6 City of Compton. 2011. General Plan 2030 – Public Safety Element. Available at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

7 The Very High Fire Hazard Severity Zone (or "Zone") was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The "Zone" was carefully determined according to California State Law. Los Angeles Fire Department, Fire-Zone, https://www.lafd.org/fire-zone.

miles to the southwest at Rolling Hills near Rancho Palos Verdes.[8] The Specific Plan will result in additional housing and commercial/hotel uses within the Plan area and would not contain any uses that could add or contribute to wildfire risk. Therefore, given the components of the Plan and the urbanized location of the Plan area, the Project does not include any features that would exacerbate wildfire risk. This would result in no impact.

The Specific Plan would not 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 Plan area is urbanized and does not include wildlands or high fire terrain. The Plan area is surrounded by existing infrastructure including roadways, the Metro Line, and the Alameda Corridor and would not require the installation or maintenance of roads, fuel breaks, emergency water or other sources that could exacerbate fire risk. During construction of individual projects, temporary power would likely be required from existing power lines. However, maintenance of these temporary power sources would be in accordance with LAFD requirements. As such, in the unlikely event of a fire in the Plan area during construction, accepted protocols would be followed to minimize risk to surrounding areas. Due to the urbanized nature of the area, it is unlikely any fire would spread. Therefore, there would be no impacts.

The Specific Plan 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.

No Impact. In Southern California, intense rainfall may occur during the winter months, creating natural flooding events when the ground in saturated and water levels are high. This has the potential for flooding issues, and fire hazards may exacerbate such flooding and debris flows along waterways. Since debris flows may occur quickly and without warning, such flows can damage structures, block drainage or even sweep away vegetation resulting in tenuous post-fire slope stability. Fast moving debris flows can be one of the most dangerous post-fire hazards. The Plan area is generally flat and urbanized and is not in an area of wildfire risk, therefore would not be subject to any post fire slope instability or landslides. Therefore, there would be no impact.

8 CalFire, *FHSZ Viewer*. Available online at: https://egis.fire.ca.gov/FHSZ/, accessed on February 4, 2022.

6.0 OTHER CEQA CONSIDERATIONS

6.1 GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by *CEQA Guidelines* Section 15126.2 (d) as follows:

> *the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

There are two types of growth-inducing impacts a project may have: direct and indirect. To assess the potential for growth-inducing impacts, the project features that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated.

Direct growth-inducing impacts occur when the development of a project imposes new burdens on a community that directly induces population growth or the construction of additional developments in the same area of the proposed project, thereby triggering related growth associated impacts. Included in this analysis are projects that would remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant that could allow more construction in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they trigger. In contrast, projects that physically remove obstacles to growth, projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in an area (such as a new residential community that requires additional commercial uses to support residents).

A project can have a direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for instance, involved the construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The *CEQA Guidelines* explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Typically, the growth-inducing potential would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth potential could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

As discussed below, this analysis evaluates whether the proposed project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

6.1.1 Direct and Indirect Growth-Inducing Impacts

New housing development implemented under the proposed Compton Station TOD Specific Plan would involve up to a net total increase of 2,178 residential units, as well as approximately 148,000 square feet of non-residential employment generating uses. This new development would result in population growth as it provides new homes and businesses in the Specific Plan area.

Using the Plan area's average household size of 4.39 (see **Table 3.10-2**) for incremental 2040 growth within the Plan area, and the City's occupancy rate, the addition of 2,178 residential units into the Specific Plan would generate a population of approximately 9,236 persons. The incremental population growth projection for the Plan area is the addition of 305 persons. The project's incremental population growth represents an approximately 2,900 percent increase (9,236 persons / 305 persons) or 8,931 persons over the population growth projection for the Specific Plan area. In comparison to the SCAG RTP/SCS population growth projections for City of Compton as a whole, the proposed Specific Plan's incremental population growth is approximately 355 percent (9,236 persons / 2,032 persons) of the City's incremental population growth.

As described in **Chapter 3.10, Population and Housing**, the Specific Plan area currently has 2,808 units and approximately 12,323 residents. The proposed Specific Plan 2040 incremental increase of 2,178 residential units would represent an approximately 77.5 percent increase in residential units over existing residential units in 2021 for a total of 4,986 residential units. The project's incremental residential growth represents an approximately 1,777 percent increase (2,178 units / 116 units) over the Plan area's residential growth projection.

Although the project would provide greater residential growth, the project is consistent with the City's General Plan and Housing Element, as well as statewide goals for increase housing and density around transit stations. The project is specifically accommodated for by the 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. The Specific Plan is also consistent with the General Plan's Land Use Element. Specifically, the Plan would facilitate Land Use Policy 1.2: Adopt redevelopment plans for the City's commercial and industrial areas; and Land use Policy 1.8: Use specific plans and similar planning approaches to focus revitalization efforts on target neighborhoods.

The Specific Plan will also accommodate the 2021-2029 RHNA allocation for the City. As discussed above, the proposed project would exceed the City's population and housing projection for the Specific Plan area by 8,931 persons and 2,062 residential units. This exceedance of population and housing projection over 20 years within the region is considered nominal because the growth within the Specific Plan would represent 0.09 percent of the County's incremental population growth and 0.06 percent of the County's incremental residential growth (**Table 3.10-5**) and the region is experiencing a well-documented housing crisis. Therefore, the proposed Specific Plan would not induce additional population and housing growth that would result in significant impacts to the environment.

In addition, the proposed project would involve a net total of approximately 148,000 square feet of non-residential employment generating uses, which will result in a net increase of approximately 172 jobs, and therefore, by 2040 there would be a total of 4,125 jobs within the Specific Plan area. This increase in job growth is approximately 65 percent more jobs than projected for the Specific Plan area. The jobs are anticipated to be filled by people within the County due to the transit-oriented development nature of the proposed Specific Plan, its accessibility to the Compton Station and multiple freeways, and the larger available labor force within the County. In addition, the increase in jobs within the Specific Plan represents 16 percent of the projected jobs within the City for 2040 and is within the job growth projected for the County. Therefore, although the proposed project would exceed residential and job growth in the Specific Plan area compared to the County General Plan projects, the increased job growth would accommodate the unemployed labor pool within the County. In addition, due to the site's accessibility, no substantial additional growth in the Specific Plan area or immediately adjacent to the Specific Plan area would occur. Therefore, the proposed Specific Plan would not result in a significant inducement of indirect growth from operation of the proposed uses.

Construction of projects that would occur within the Specific Plan area would include a need for construction labor during short time periods. Due to the employment patterns of construction workers in southern California, and the market for construction labor, construction workers are not likely, to any

significant degree, to relocate their households as a consequence of the job opportunities presented by the project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.

- Many construction workers are highly specialized (e.g., crane operators, steel workers, and masons), and move from job site to job site as dictated by the demand for their skills.

- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Therefore, the construction activities associated with the implementation of the proposed Specific Plan would not result in a significant inducement of indirect growth.

6.2 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 21100(b)(2)(B) of *CEQA Guidelines* and Section 15126.2(c) of the *CEQA Guidelines* require that an EIR include a detailed statement setting forth "[a]ny significant effect on the environment that would be irreversible if the project is implemented" (Public Resources Code § 21100(b(2)(B). "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with projects. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (*CEQA Guidelines* §15126.2(c)).

Approval of the proposed project would cause irreversible environmental changes consisting of the following:

Project construction and operation would result in an irretrievable loss of, and irreversible commitment of, natural resources. The Specific Plan area is located in an existing urbanized area but would require the commitment of resources such as lumber and steel to construct the infill development. Development projects that would be implemented in accordance with the Specific Plan would involve construction and operation that would use fossil fuels and other natural materials, such as wood and metals. Construction

and operation of infill developments would also emit pollution into the air, from construction machines and vehicles, and from vehicles traveling to and from each infill development project during operation. These developments would also consume fossil fuels (petroleum and natural gas), and electricity generated by fossil fuels and other non-renewable resources during operation. As described throughout this EIR, the Specific Plan would implement a TOD in such a manner that would reduce vehicle trips, encourage pedestrian and bicycle circulation, and promote public transit use. In addition, development projects that would be implemented by the Specific Plan would be required to comply with federal, state, and local requirements (described within each environmental resource section), such as Title 24 requirements and low impact development requirements that would reduce the irretrievable loss of, and irreversible commitment of, natural resources.

7.0 LIST OF EIR PREPARERS

LIST OF PREPARERS

Impact Sciences, Inc., has prepared this environmental document for the City of Compton. Persons directly involved in the review and preparation of this report include:

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8.0 GLOSSARY

(P)EIR	(Program) Environmental Impact Report
µg/m^3	Micrograms per Cubic Meter
2020 RTP/SCS	2020 Regional Transportation Plan/Sustainable Communities Strategy
AB	Assembly Bill
Ac	Acre
ACE	Affordable Clean Energy
AFV	Alternative Fuel Vehicles
AFY	Acre-feet per year
APS	Alternative Planning Strategy
AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
BLM	Bureau of Land Management
BMPs	Best Management Practices
BSER	Best System of Emission Reduction
Btu	British thermal units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CCR	California Fire Code
CDFW	California Department of Fish and Wildlife
CDWR	California Department of Water Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	Compton Fire Department
CFGC	California Fish and Game Code
CH_4	Methane
City	City of Compton
CMC	Compton Municipal Code
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

CNPS	California Native Plan Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
Connect SoCal	SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CUSD	Compton Unified School District
CWA	Clean Water Act
CWUD	City of Compton Water Utility District
dB	Decibel
dB(A)	A-Weighted Decibel
DMA	Disaster Mitigation Act
DOF	California Department of Finance
DOGGR	California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
Du	Dwelling Units
EGUs	Electric Generating Units
EIA	United States Energy Information Administration
EIA	Effective Impervious Area
EOP	Compton Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
FAST Act	Fixing America's Surface
FAST Act	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FLPMA	Federal Land Policy and Management Act
FMZ	Fuel Modification Zone
FPPA	Farmland Protection Policy Act
Freeway 47	State Route 47
Freeway 91	State Route 91
FRPP	Federal Farm and Ranchland Protection Program
FTA	Federal Transit Administration
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse gas
Gpcd	gallons per capita per day
GWh	Gigawatt-hours
GWP	Global Warming Potential

HAPs	Hazardous Air Pollutants
HCD	California Department of Housing and Community Development
HMGP	Hazard Mitigation Grant Program
HNL	Hourly Noise Level
HUD	U.S. Department of Housing and Urban Development
Hz	Hertz
I-110	Interstate 110
I-710	Interstate 710
ICU	Intersection Capacity Utilization
IPaC	Information for Planning and Consultation Database
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resources Plan
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
LA County Library	Los Angeles County Public Library System
LACSD	Los Angeles County Sheriff's Department
LACSD	Los Angeles County Sanitation District
LADPW	Los Angeles Department of Public Works
LARWQCB	Los Angeles Regional Water Quality Control Board
LARWQCB	Los Angeles Regional Water Quality Control Board
Ldn	Day-night average sound level
Leq	Equivalent Noise Level
LID	Low Impact Development
LOS	Level of Service
MACT	Maximum Achievable Control Technology
MBTA	Migratory Bird Treaty Act
Metro A Line	Metro A (Blue) Line
MLD	Most Likely Descendant
MM	Mitigation Measure
MMTCO2e	Million Metric Tons of CO2e
MMThm	Millions of Therms
MPO	Metropolitan Planning Organization
MTCO2e	Metric Ton of CO2e
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide

NOx	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NPPA	California Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRF	National Response Framework
NRHP	National Register of Historic Places
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Governor's Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead
PFCs	Perfluorocarbons
Plan Area	Specific Plan area
PM	Particulate Matter
PM10	Particulate Matter 10 Microns or Less in Diameter
PM2.5	Particulate Matter 2.5 Microns or Less in Diameter
PPD-8	Presidential Policy Directive 8: National Preparedness
Ppm	Parts per Million
PPV	Peak Particle Velocity
PRC	Public Resource Code
PUC	Public Utilities Commission
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RMS	Root Mean Squared
ROC	Reactive Organic Compounds
RPS	California's Renewables Portfolio Standard
RTAC	Regional Targets Advisory Committee
RWQCB	California Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SHPO	State Historical Preservation Office
SIPs	State Implementation Plans
SLCP	Short-lived climate pollutants
SO_2	Sulfur Dioxide
SRA	State Responsibility Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
TACs	Toxic Air Contaminants

TCR	Tribal Cultural Resource
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TOD	Compton Station Transit Oriented Development
TSM	Transportation Systems Management
USACE	U.S. Army Corps of Engineers
USACOE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
V/C	Volume-to-capacity
VCFD	Ventura County Fire Department
VCWWD	Ventura County Waterworks District
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WOTUS	Waters of the United States
WSRA	Wild and Scenic Rivers Act

APPENDIX 3.2

Air Quality

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton Station Specific Plan Area - Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Bank (with Drive-Through)	4.50	1000sqft	0.10	4,500.00	0
General Office Building	81.63	1000sqft	1.87	81,628.00	0
Government (Civic Center)	791.87	1000sqft	18.18	791,867.00	0
Government Office Building	376.80	1000sqft	8.65	376,800.00	0
Office Park	42.51	1000sqft	0.98	42,508.00	0
Elementary School	49.42	1000sqft	1.13	49,420.00	0
Elementary School	178.19	1000sqft	4.09	178,194.00	0
Place of Worship	161.42	1000sqft	3.71	161,419.00	0
Place of Worship	5.25		0.00	0.00	0
Industrial Park	3.52	1000sqft	0.08	3,522.00	0
Industrial Park	88.89	1000sqft	2.04	88,889.00	0
Industrial Park	107.51	1000sqft	2.47	107,512.00	0
Manufacturing	10.46	1000sqft	0.24	10,459.00	0
Unrefrigerated Warehouse-No Rail	195.47	1000sqft	4.49	195,471.00	0
Unrefrigerated Warehouse-No Rail	0.48	1000sqft	0.01	480.00	0
High Turnover (Sit Down Restaurant)	24.22	1000sqft	0.56	24,221.00	0
Racquet Club	16.90	1000sqft	0.39	16,900.00	0
Single Family Housing	3,566.00	Dwelling Unit	1,157.79	3,240,703.00	10199
Automobile Care Center	48.01	1000sqft	1.10	48,008.00	0
Convenience Market with Gas Pumps	3.53	1000sqft	0.08	3,530.00	0
Discount Club	73.77	1000sqft	1.69	73,772.00	0
Free-Standing Discount Superstore	6.49	1000sqft	0.15	6,489.00	0
Hardware/Paint Store	10.42	1000sqft	0.24	10,420.00	0
Regional Shopping Center	303.33	1000sqft	6.96	303,328.00	0
Strip Mall	265.52	1000sqft	6.10	265,518.00	0
Supermarket	2.67	1000sqft	0.06	2,668.00	0

1.2 Other Project Characteristics

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use information based off calculating existing land use square footages.

Construction Phase - Construction Phase - Construction phases not necessary for this run; Existing conditions

Grading - Construction Phase - Construction phases not necessary for this run; Existing conditions

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblLandUse	LandUseSquareFeet	81,630.00	81,628.00
tblLandUse	LandUseSquareFeet	791,870.00	791,867.00
tblLandUse	LandUseSquareFeet	42,510.00	42,508.00
tblLandUse	LandUseSquareFeet	178,190.00	178,194.00
tblLandUse	LandUseSquareFeet	161,420.00	161,419.00
tblLandUse	LandUseSquareFeet	107,510.00	107,512.00
tblLandUse	LandUseSquareFeet	3,520.00	3,522.00
tblLandUse	LandUseSquareFeet	88,890.00	88,889.00
tblLandUse	LandUseSquareFeet	10,460.00	10,459.00

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	195,470.00	195,471.00
tblLandUse	LandUseSquareFeet	24,220.00	24,221.00
tblLandUse	LandUseSquareFeet	6,418,800.00	3,240,703.00
tblLandUse	LandUseSquareFeet	48,010.00	48,008.00
tblLandUse	LandUseSquareFeet	73,770.00	73,772.00
tblLandUse	LandUseSquareFeet	6,490.00	6,489.00
tblLandUse	LandUseSquareFeet	303,330.00	303,328.00
tblLandUse	LandUseSquareFeet	265,520.00	265,518.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00

2.0 Emissions Summary

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	1.2437	0.0000	0.0000	1.1562	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.2026	0.0000	0.0000	0.2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.2437**	**0.0000**	**0.0000**	**1.1562**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	1.2437	0.0000	0.0000	1.1562	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.2026	0.0000	0.0000	0.2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.2437**	**0.0000**	**0.0000**	**1.1562**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,076.6775	77.3878	2,108.3038	4.6419		274.0291	274.0291		274.0291	274.0291	33,402.4310	64,718.3621	98,120.7931	100.1252	2.2671	101,299.5253
Energy	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
Mobile	339.2767	396.9944	3,277.9344	6.6613	681.3811	5.8277	687.2088	181.4955	5.4293	186.9248		682,758.5721	682,758.5721	50.6677	31.8299	693,510.5749
Total	**1,419.4815**	**504.9913**	**5,402.4841**	**11.4956**	**681.3811**	**282.2939**	**963.6749**	**181.4955**	**281.8954**	**463.3909**	**33,402.4310**	**785,957.1067**	**819,359.5377**	**151.5304**	**34.8025**	**833,518.9411**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	142.2571	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283	0.0000	530.3621	530.3621	0.5127	0.0000	543.1799
Energy	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
Mobile	339.2767	396.9944	3,277.9344	6.6613	681.3811	5.8277	687.2088	181.4955	5.4293	186.9248		682,758.5721	682,758.5721	50.6677	31.8299	693,510.5749
Total	**485.0611**	**431.0028**	**3,588.9882**	**6.8692**	**681.3811**	**9.8931**	**691.2742**	**181.4955**	**9.4947**	**190.9902**	**0.0000**	**721,769.1067**	**721,769.1067**	**51.9179**	**32.5354**	**732,762.5957**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**65.83**	**14.65**	**33.57**	**40.24**	**0.00**	**96.50**	**28.27**	**0.00**	**96.63**	**58.78**	**100.00**	**8.17**	**11.91**	**65.74**	**6.51**	**12.09**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/8/2022	3/7/2022	5	0	
2	Site Preparation	Site Preparation	7/6/2060	7/5/2060	5	0	
3	Grading	Grading	7/6/2083	7/5/2083	5	0	
4	Building Construction	Building Construction	12/4/2142	12/3/2142	5	0	
5	Paving	Paving	1/19/2737	1/18/2737	5	0	
6	Architectural Coating	Architectural Coating	3/20/2779	3/19/2779	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 6,562,424; Residential Outdoor: 2,187,475; Non-Residential Indoor: 4,271,285; Non-Residential Outdoor: 1,423,762; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,279.00	848.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	456.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2060

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2060

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2083

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2083

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2142

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2142

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2737

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2737

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2779

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2779

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	339.2767	396.9944	3,277.9344	6.6613	681.3811	5.8277	687.2088	181.4955	5.4293	186.9248		682,758.5721	682,758.5721	50.6677	31.8299	693,510.5749
Unmitigated	339.2767	396.9944	3,277.9344	6.6613	681.3811	5.8277	687.2088	181.4955	5.4293	186.9248		682,758.5721	682,758.5721	50.6677	31.8299	693,510.5749

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,138.80	1,138.80	570.36	1,416,699	1,416,699
Bank (with Drive-Through)	450.14	389.16	143.82	426,553	426,553
Convenience Market with Gas Pumps	2,203.43	2,203.43	2203.43	1,315,169	1,315,169
Discount Club	3,083.59	3,965.14	2483.84	5,948,538	5,948,538
Elementary School	964.68	0.00	0.00	2,374,751	2,374,751
Elementary School	3,478.27	0.00	0.00	8,562,464	8,562,464
Free-Standing Discount Superstore	329.04	414.97	363.18	655,535	655,535
General Office Building	795.08	180.40	57.14	1,938,824	1,938,824
Government (Civic Center)	26,907.74	0.00	0.00	59,353,300	59,353,300
Government Office Building	8,511.91	0.00	0.00	14,316,824	14,316,824
Hardware/Paint Store	95.24	95.24	95.24	168,092	168,092
High Turnover (Sit Down Restaurant)	2,717.00	2,964.53	3454.74	3,894,632	3,894,632
Industrial Park	11.86	8.94	4.36	41,256	41,256
Industrial Park	299.56	225.78	110.22	1,041,831	1,041,831

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	362.31	273.08	133.31	1,260,066	1,260,066
Manufacturing	41.11	67.15	53.24	206,189	206,189
Office Park	470.59	69.72	32.31	1,184,918	1,184,918
Place of Worship	36.49	31.45	145.06	109,364	109,364
Place of Worship	1,121.87	966.91	4460.03	3,362,582	3,362,582
Racquet Club	237.11	360.82	294.06	536,149	536,149
Regional Shopping Center	11,450.71	13,989.58	6400.26	23,990,074	23,990,074
Single Family Housing	33,663.04	34,019.64	30489.30	113,656,494	113,656,494
Strip Mall	11,767.85	11,162.46	5424.57	20,500,808	20,500,808
Supermarket	285.10	474.25	444.47	441,878	441,878
Unrefrigerated Warehouse-No Rail	340.12	340.12	340.12	1,457,649	1,457,649
Unrefrigerated Warehouse-No Rail	0.84	0.84	0.84	3,579	3,579
Total	110,763.44	73,342.37	57,703.91	268,164,220	268,164,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Bank (with Drive-Through)	16.60	8.40	6.90	6.60	74.40	19.00	27	26	47
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	45	40	15
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Free-Standing Discount	16.60	8.40	6.90	13.20	67.80	19.00	47.5	35.5	17
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government (Civic Center)	16.60	8.40	6.90	75.00	20.00	5.00	50	34	16
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Hardware/Paint Store	16.60	8.40	6.90	13.60	67.40	19.00	45	29	26
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Bank (with Drive-Through)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Convenience Market with Gas Pumps	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Discount Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Elementary School	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Free-Standing Discount Superstore	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
General Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government (Civic Center)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Hardware/Paint Store	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
High Turnover (Sit Down Restaurant)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Industrial Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Office Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Place of Worship	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Racquet Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Single Family Housing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Strip Mall	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Supermarket	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Unrefrigerated Warehouse-No Rail	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
NaturalGas Unmitigated	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409

5.2 Energy by Land Use - NaturalGas

Unmitigated

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2362.26	0.0255	0.2316	0.1945	1.3900e-003		0.0176	0.0176		0.0176	0.0176		277.9126	277.9126	5.3300e-003	5.1000e-003	279.5640
Bank (with Drive-Through)	221.425	2.3900e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0500	26.0500	5.0000e-004	4.8000e-004	26.2048
Convenience Market with Gas Pumps	15.7641	1.7000e-004	1.5500e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8546	1.8546	4.0000e-005	3.0000e-005	1.8656
Discount Club	329.448	3.5500e-003	0.0323	0.0271	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003		38.7585	38.7585	7.4000e-004	7.1000e-004	38.9889
Elementary School	1395.95	0.0151	0.1369	0.1150	8.2000e-004		0.0104	0.0104		0.0104	0.0104		164.2289	164.2289	3.1500e-003	3.0100e-003	165.2048
Elementary School	5033.37	0.0543	0.4935	0.4145	2.9600e-003		0.0375	0.0375		0.0375	0.0375		592.1612	592.1612	0.0114	0.0109	595.6801
Free-Standing Discount Superstore	28.9783	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004		3.4092	3.4092	7.0000e-005	6.0000e-005	3.4295
General Office Building	2305.71	0.0249	0.2261	0.1899	1.3600e-003		0.0172	0.0172		0.0172	0.0172		271.2602	271.2602	5.2000e-003	4.9700e-003	272.8721
Government (Civic Center)	22367.5	0.2412	2.1929	1.8420	0.0132		0.1667	0.1667		0.1667	0.1667		2,631.4742	2,631.4742	0.0504	0.0482	2,647.1118
Government Office Building	10643.3	0.1148	1.0435	0.8765	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,252.1541	1,252.1541	0.0240	0.0230	1,259.5950
Hardware/Paint Store	46.5332	5.0000e-004	4.5600e-003	3.8300e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004		5.4745	5.4745	1.0000e-004	1.0000e-004	5.5070
High Turnover (Sit Down Restaurant)	15284.4	0.1648	1.4985	1.2587	8.9900e-003		0.1139	0.1139		0.1139	0.1139		1,798.1702	1,798.1702	0.0345	0.0330	1,808.8558
Industrial Park	2510.81	0.0271	0.2462	0.2068	1.4800e-003		0.0187	0.0187		0.0187	0.0187		295.3894	295.3894	5.6600e-003	5.4200e-003	297.1447
Industrial Park	3036.85	0.0328	0.2977	0.2501	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.2760	357.2760	6.8500e-003	6.5500e-003	359.3991
Industrial Park	99.4844	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7041	11.7041	2.2000e-004	2.1000e-004	11.7736
Manufacturing	514.64	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5459	60.5459	1.1600e-003	1.1100e-003	60.9057
Office Park	1128.5	0.0122	0.1106	0.0929	6.6000e-004		8.4100e-003	8.4100e-003		8.4100e-003	8.4100e-003		132.7647	132.7647	2.5400e-003	2.4300e-003	133.5537
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	7942.7	0.0857	0.7787	0.6541	4.6700e-003		0.0592	0.0592		0.0592	0.0592		934.4352	934.4352	0.0179	0.0171	939.9881

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Racquet Club	831.573	8.9700e-003	0.0815	0.0685	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.8321	97.8321	1.8800e-003	1.7900e-003	98.4134
Regional Shopping Center	1354.59	0.0146	0.1328	0.1116	8.0000e-004		0.0101	0.0101		0.0101	0.0101		159.3633	159.3633	3.0500e-003	2.9200e-003	160.3103
Single Family Housing	247820	2.6726	22.8383	9.7184	0.1458		1.8465	1.8465		1.8465	1.8465		29,155.2367	29,155.2367	0.5588	0.5345	29,328.4917
Strip Mall	1185.74	0.0128	0.1163	0.0977	7.0000e-004		8.8300e-003	8.8300e-003		8.8300e-003	8.8300e-003		139.4986	139.4986	2.6700e-003	2.5600e-003	140.3276
Supermarket	160.665	1.7300e-003	0.0158	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.9017	18.9017	3.6000e-004	3.5000e-004	19.0141
Unrefrigerated Warehouse-No Rail	1.13096	1.0000e-005	1.1000e-004	9.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		0.1331	0.1331	0.0000	0.0000	0.1338
Unrefrigerated Warehouse-No Rail	460.562	4.9700e-003	0.0452	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003		54.1837	54.1837	1.0400e-003	9.9000e-004	54.5057
Total		**3.5274**	**30.6091**	**16.2458**	**0.1924**		**2.4371**	**2.4371**		**2.4371**	**2.4371**		**38,480.1725**	**38,480.1725**	**0.7375**	**0.7055**	**38,708.8409**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2.36226	0.0255	0.2316	0.1945	1.3900e-003		0.0176	0.0176		0.0176	0.0176		277.9126	277.9126	5.3300e-003	5.1000e-003	279.5640
Bank (with Drive-Through)	0.221425	2.3900e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0500	26.0500	5.0000e-004	4.8000e-004	26.2048
Convenience Market with Gas Pumps	0.0157641	1.7000e-004	1.5500e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8546	1.8546	4.0000e-005	3.0000e-005	1.8656
Discount Club	0.329448	3.5500e-003	0.0323	0.0271	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003		38.7585	38.7585	7.4000e-004	7.1000e-004	38.9889

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	1.39595	0.0151	0.1369	0.1150	8.2000e-004		0.0104	0.0104		0.0104	0.0104		164.2289	164.2289	3.1500e-003	3.0100e-003	165.2048
Elementary School	5.03337	0.0543	0.4935	0.4145	2.9600e-003		0.0375	0.0375		0.0375	0.0375		592.1612	592.1612	0.0114	0.0109	595.6801
Free-Standing Discount Superstore	0.0289783	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004		3.4092	3.4092	7.0000e-005	6.0000e-005	3.4295
General Office Building	2.30571	0.0249	0.2261	0.1899	1.3600e-003		0.0172	0.0172		0.0172	0.0172		271.2602	271.2602	5.2000e-003	4.9700e-003	272.8721
Government (Civic Center)	22.3675	0.2412	2.1929	1.8420	0.0132		0.1667	0.1667		0.1667	0.1667		2,631.4742	2,631.4742	0.0504	0.0482	2,647.1118
Government Office Building	10.6433	0.1148	1.0435	0.8765	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,252.1541	1,252.1541	0.0240	0.0230	1,259.5950
Hardware/Paint Store	0.0465332	5.0000e-004	4.5600e-003	3.8300e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004		5.4745	5.4745	1.0000e-004	1.0000e-004	5.5070
High Turnover (Sit Down Restaurant)	15.2844	0.1648	1.4985	1.2587	8.9900e-003		0.1139	0.1139		0.1139	0.1139		1,798.1702	1,798.1702	0.0345	0.0330	1,808.8558
Industrial Park	0.0994844	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7041	11.7041	2.2000e-004	2.1000e-004	11.7736
Industrial Park	2.51081	0.0271	0.2462	0.2068	1.4800e-003		0.0187	0.0187		0.0187	0.0187		295.3894	295.3894	5.6600e-003	5.4200e-003	297.1447
Industrial Park	3.03685	0.0328	0.2977	0.2501	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.2760	357.2760	6.8500e-003	6.5500e-003	359.3991
Manufacturing	0.51464	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5459	60.5459	1.1600e-003	1.1100e-003	60.9057
Office Park	1.1285	0.0122	0.1106	0.0929	6.6000e-004		8.4100e-003	8.4100e-003		8.4100e-003	8.4100e-003		132.7647	132.7647	2.5400e-003	2.4300e-003	133.5537
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	7.9427	0.0857	0.7787	0.6541	4.6700e-003		0.0592	0.0592		0.0592	0.0592		934.4352	934.4352	0.0179	0.0171	939.9881
Racquet Club	0.831573	8.9700e-003	0.0815	0.0685	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.8321	97.8321	1.8800e-003	1.7900e-003	98.4134
Regional Shopping Center	1.35459	0.0146	0.1328	0.1116	8.0000e-004		0.0101	0.0101		0.0101	0.0101		159.3633	159.3633	3.0500e-003	2.9200e-003	160.3103
Single Family Housing	247.82	2.6726	22.8383	9.7184	0.1458		1.8465	1.8465		1.8465	1.8465		29,155.2367	29,155.2367	0.5588	0.5345	29,328.4917
Strip Mall	1.18574	0.0128	0.1163	0.0977	7.0000e-004		8.8300e-003	8.8300e-003		8.8300e-003	8.8300e-003		139.4986	139.4986	2.6700e-003	2.5600e-003	140.3276

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Supermarket	0.160665	1.7300e-003	0.0158	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.9017	18.9017	3.6000e-004	3.5000e-004	19.0141
Unrefrigerated Warehouse-No Rail	0.00113096	1.0000e-005	1.1000e-004	9.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		0.1331	0.1331	0.0000	0.0000	0.1338
Unrefrigerated Warehouse-No Rail	0.460562	4.9700e-003	0.0452	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003		54.1837	54.1837	1.0400e-003	9.9000e-004	54.5057
Total		**3.5274**	**30.6091**	**16.2458**	**0.1924**		**2.4371**	**2.4371**		**2.4371**	**2.4371**		**38,480.1725**	**38,480.1725**	**0.7375**	**0.7055**	**38,708.8409**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	142.2571	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283	0.0000	530.3621	530.3621	0.5127	0.0000	543.1799
Unmitigated	1,076.6775	77.3878	2,108.3038	4.6419		274.0291	274.0291		274.0291	274.0291	33,402.4310	64,718.3621	98,120.7931	100.1252	2.2671	101,299.5253

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.7875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	120.5469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	934.4204	73.9885	1,813.4959	4.6264		272.4008	272.4008		272.4008	272.4008	33,402.4310	64,188.0000	97,590.4310	99.6125	2.2671	100,756.3454
Landscaping	8.9227	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283		530.3621	530.3621	0.5127		543.1799
Total	**1,076.6775**	**77.3878**	**2,108.3038**	**4.6420**		**274.0291**	**274.0291**		**274.0291**	**274.0291**	**33,402.4310**	**64,718.3621**	**98,120.7931**	**100.1252**	**2.2671**	**101,299.5253**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.7875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	120.5469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.9227	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283		530.3621	530.3621	0.5127		543.1799
Total	**142.2571**	**3.3993**	**294.8080**	**0.0156**		**1.6283**	**1.6283**		**1.6283**	**1.6283**	**0.0000**	**530.3621**	**530.3621**	**0.5127**	**0.0000**	**543.1799**

7.0 Water Detail

7.1 Mitigation Measures Water

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton Station Specific Plan Area - Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Bank (with Drive-Through)	4.50	1000sqft	0.10	4,500.00	0
General Office Building	81.63	1000sqft	1.87	81,628.00	0
Government (Civic Center)	791.87	1000sqft	18.18	791,867.00	0
Government Office Building	376.80	1000sqft	8.65	376,800.00	0
Office Park	42.51	1000sqft	0.98	42,508.00	0
Elementary School	49.42	1000sqft	1.13	49,420.00	0
Elementary School	178.19	1000sqft	4.09	178,194.00	0
Place of Worship	161.42	1000sqft	3.71	161,419.00	0
Place of Worship	5.25		0.00	0.00	0
Industrial Park	3.52	1000sqft	0.08	3,522.00	0
Industrial Park	88.89	1000sqft	2.04	88,889.00	0
Industrial Park	107.51	1000sqft	2.47	107,512.00	0
Manufacturing	10.46	1000sqft	0.24	10,459.00	0
Unrefrigerated Warehouse-No Rail	195.47	1000sqft	4.49	195,471.00	0
Unrefrigerated Warehouse-No Rail	0.48	1000sqft	0.01	480.00	0
High Turnover (Sit Down Restaurant)	24.22	1000sqft	0.56	24,221.00	0
Racquet Club	16.90	1000sqft	0.39	16,900.00	0
Single Family Housing	3,566.00	Dwelling Unit	1,157.79	3,240,703.00	10199
Automobile Care Center	48.01	1000sqft	1.10	48,008.00	0
Convenience Market with Gas Pumps	3.53	1000sqft	0.08	3,530.00	0
Discount Club	73.77	1000sqft	1.69	73,772.00	0
Free-Standing Discount Superstore	6.49	1000sqft	0.15	6,489.00	0
Hardware/Paint Store	10.42	1000sqft	0.24	10,420.00	0
Regional Shopping Center	303.33	1000sqft	6.96	303,328.00	0
Strip Mall	265.52	1000sqft	6.10	265,518.00	0
Supermarket	2.67	1000sqft	0.06	2,668.00	0

1.2 Other Project Characteristics

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use information based off calculating existing land use square footages.

Construction Phase - Construction Phase - Construction phases not necessary for this run; Existing conditions

Grading - Construction Phase - Construction phases not necessary for this run; Existing conditions

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblLandUse	LandUseSquareFeet	81,630.00	81,628.00
tblLandUse	LandUseSquareFeet	791,870.00	791,867.00
tblLandUse	LandUseSquareFeet	42,510.00	42,508.00
tblLandUse	LandUseSquareFeet	178,190.00	178,194.00
tblLandUse	LandUseSquareFeet	161,420.00	161,419.00
tblLandUse	LandUseSquareFeet	107,510.00	107,512.00
tblLandUse	LandUseSquareFeet	3,520.00	3,522.00
tblLandUse	LandUseSquareFeet	88,890.00	88,889.00
tblLandUse	LandUseSquareFeet	10,460.00	10,459.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	195,470.00	195,471.00
tblLandUse	LandUseSquareFeet	24,220.00	24,221.00
tblLandUse	LandUseSquareFeet	6,418,800.00	3,240,703.00
tblLandUse	LandUseSquareFeet	48,010.00	48,008.00
tblLandUse	LandUseSquareFeet	73,770.00	73,772.00
tblLandUse	LandUseSquareFeet	6,490.00	6,489.00
tblLandUse	LandUseSquareFeet	303,330.00	303,328.00
tblLandUse	LandUseSquareFeet	265,520.00	265,518.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00

2.0 Emissions Summary

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	1.2437	0.0000	0.0000	1.1562	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.2026	0.0000	0.0000	0.2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.2437**	**0.0000**	**0.0000**	**1.1562**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	1.2437	0.0000	0.0000	1.1562	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.2026	0.0000	0.0000	0.2026	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.2437**	**0.0000**	**0.0000**	**1.1562**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,076.6775	77.3878	2,108.3038	4.6419		274.0291	274.0291		274.0291	274.0291	33,402.4310	64,718.3621	98,120.7931	100.1252	2.2671	101,299.5253
Energy	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
Mobile	346.1576	368.4264	3,343.3959	6.9617	681.3811	5.8238	687.2049	181.4955	5.4255	186.9210		713,194.5903	713,194.5903	48.9720	30.4251	723,485.5726
Total	**1,426.3625**	**476.4233**	**5,467.9456**	**11.7960**	**681.3811**	**282.2899**	**963.6710**	**181.4955**	**281.8917**	**463.3872**	**33,402.4310**	**816,393.1249**	**849,795.5559**	**149.8347**	**33.3977**	**863,493.9388**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	142.2571	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283	0.0000	530.3621	530.3621	0.5127	0.0000	543.1799
Energy	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
Mobile	346.1576	368.4264	3,343.3959	6.9617	681.3811	5.8238	687.2049	181.4955	5.4255	186.9210		713,194.5903	713,194.5903	48.9720	30.4251	723,485.5726
Total	**491.9421**	**402.4348**	**3,654.4497**	**7.1696**	**681.3811**	**9.8892**	**691.2703**	**181.4955**	**9.4909**	**190.9864**	**0.0000**	**752,205.1249**	**752,205.1249**	**50.2222**	**31.1306**	**762,737.5935**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**65.51**	**15.53**	**33.17**	**39.22**	**0.00**	**96.50**	**28.27**	**0.00**	**96.63**	**58.78**	**100.00**	**7.86**	**11.48**	**66.48**	**6.79**	**11.67**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/8/2022	3/7/2022	5	0	
2	Site Preparation	Site Preparation	7/6/2060	7/5/2060	5	0	
3	Grading	Grading	7/6/2083	7/5/2083	5	0	
4	Building Construction	Building Construction	12/4/2142	12/3/2142	5	0	
5	Paving	Paving	1/19/2737	1/18/2737	5	0	
6	Architectural Coating	Architectural Coating	3/20/2779	3/19/2779	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 6,562,424; Residential Outdoor: 2,187,475; Non-Residential Indoor: 4,271,285; Non-Residential Outdoor: 1,423,762; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,279.00	848.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	456.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2060

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2060

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2083

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2083

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2142

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2142

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2737

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2737

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2779

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2779

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	346.1576	368.4264	3,343.3959	6.9617	681.3811	5.8238	687.2049	181.4955	5.4255	186.9210		713,194.5903	713,194.5903	48.9720	30.4251	723,485.5726
Unmitigated	346.1576	368.4264	3,343.3959	6.9617	681.3811	5.8238	687.2049	181.4955	5.4255	186.9210		713,194.5903	713,194.5903	48.9720	30.4251	723,485.5726

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,138.80	1,138.80	570.36	1,416,699	1,416,699
Bank (with Drive-Through)	450.14	389.16	143.82	426,553	426,553
Convenience Market with Gas Pumps	2,203.43	2,203.43	2203.43	1,315,169	1,315,169
Discount Club	3,083.59	3,965.14	2483.84	5,948,538	5,948,538
Elementary School	964.68	0.00	0.00	2,374,751	2,374,751
Elementary School	3,478.27	0.00	0.00	8,562,464	8,562,464
Free-Standing Discount Superstore	329.04	414.97	363.18	655,535	655,535
General Office Building	795.08	180.40	57.14	1,938,824	1,938,824
Government (Civic Center)	26,907.74	0.00	0.00	59,353,300	59,353,300
Government Office Building	8,511.91	0.00	0.00	14,316,824	14,316,824
Hardware/Paint Store	95.24	95.24	95.24	168,092	168,092
High Turnover (Sit Down Restaurant)	2,717.00	2,964.53	3454.74	3,894,632	3,894,632
Industrial Park	11.86	8.94	4.36	41,256	41,256
Industrial Park	299.56	225.78	110.22	1,041,831	1,041,831

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	362.31	273.08	133.31	1,260,066	1,260,066
Manufacturing	41.11	67.15	53.24	206,189	206,189
Office Park	470.59	69.72	32.31	1,184,918	1,184,918
Place of Worship	36.49	31.45	145.06	109,364	109,364
Place of Worship	1,121.87	966.91	4460.03	3,362,582	3,362,582
Racquet Club	237.11	360.82	294.06	536,149	536,149
Regional Shopping Center	11,450.71	13,989.58	6400.26	23,990,074	23,990,074
Single Family Housing	33,663.04	34,019.64	30489.30	113,656,494	113,656,494
Strip Mall	11,767.85	11,162.46	5424.57	20,500,808	20,500,808
Supermarket	285.10	474.25	444.47	441,878	441,878
Unrefrigerated Warehouse-No Rail	340.12	340.12	340.12	1,457,649	1,457,649
Unrefrigerated Warehouse-No Rail	0.84	0.84	0.84	3,579	3,579
Total	110,763.44	73,342.37	57,703.91	268,164,220	268,164,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Bank (with Drive-Through)	16.60	8.40	6.90	6.60	74.40	19.00	27	26	47
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	45	40	15
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Free-Standing Discount	16.60	8.40	6.90	13.20	67.80	19.00	47.5	35.5	17
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government (Civic Center)	16.60	8.40	6.90	75.00	20.00	5.00	50	34	16
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Hardware/Paint Store	16.60	8.40	6.90	13.60	67.40	19.00	45	29	26
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Bank (with Drive-Through)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Convenience Market with Gas Pumps	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Discount Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Elementary School	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Free-Standing Discount Superstore	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
General Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government (Civic Center)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Hardware/Paint Store	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
High Turnover (Sit Down Restaurant)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Industrial Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Office Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Place of Worship	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Racquet Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Single Family Housing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Strip Mall	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Supermarket	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Unrefrigerated Warehouse-No Rail	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409
NaturalGas Unmitigated	3.5274	30.6091	16.2459	0.1924		2.4371	2.4371		2.4371	2.4371		38,480.1725	38,480.1725	0.7375	0.7055	38,708.8409

5.2 Energy by Land Use - NaturalGas

Unmitigated

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2362.26	0.0255	0.2316	0.1945	1.3900e-003		0.0176	0.0176		0.0176	0.0176		277.9126	277.9126	5.3300e-003	5.1000e-003	279.5640
Bank (with Drive-Through)	221.425	2.3900e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0500	26.0500	5.0000e-004	4.8000e-004	26.2048
Convenience Market with Gas Pumps	15.7641	1.7000e-004	1.5500e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8546	1.8546	4.0000e-005	3.0000e-005	1.8656
Discount Club	329.448	3.5500e-003	0.0323	0.0271	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003		38.7585	38.7585	7.4000e-004	7.1000e-004	38.9889
Elementary School	1395.95	0.0151	0.1369	0.1150	8.2000e-004		0.0104	0.0104		0.0104	0.0104		164.2289	164.2289	3.1500e-003	3.0100e-003	165.2048
Elementary School	5033.37	0.0543	0.4935	0.4145	2.9600e-003		0.0375	0.0375		0.0375	0.0375		592.1612	592.1612	0.0114	0.0109	595.6801
Free-Standing Discount Superstore	28.9783	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004		3.4092	3.4092	7.0000e-005	6.0000e-005	3.4295
General Office Building	2305.71	0.0249	0.2261	0.1899	1.3600e-003		0.0172	0.0172		0.0172	0.0172		271.2602	271.2602	5.2000e-003	4.9700e-003	272.8721
Government (Civic Center)	22367.5	0.2412	2.1929	1.8420	0.0132		0.1667	0.1667		0.1667	0.1667		2,631.4742	2,631.4742	0.0504	0.0482	2,647.1118
Government Office Building	10643.3	0.1148	1.0435	0.8765	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,252.1541	1,252.1541	0.0240	0.0230	1,259.5950
Hardware/Paint Store	46.5332	5.0000e-004	4.5600e-003	3.8300e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004		5.4745	5.4745	1.0000e-004	1.0000e-004	5.5070
High Turnover (Sit Down Restaurant)	15284.4	0.1648	1.4985	1.2587	8.9900e-003		0.1139	0.1139		0.1139	0.1139		1,798.1702	1,798.1702	0.0345	0.0330	1,808.8558
Industrial Park	2510.81	0.0271	0.2462	0.2068	1.4800e-003		0.0187	0.0187		0.0187	0.0187		295.3894	295.3894	5.6600e-003	5.4200e-003	297.1447
Industrial Park	3036.85	0.0328	0.2977	0.2501	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.2760	357.2760	6.8500e-003	6.5500e-003	359.3991
Industrial Park	99.4844	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7041	11.7041	2.2000e-004	2.1000e-004	11.7736
Manufacturing	514.64	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5459	60.5459	1.1600e-003	1.1100e-003	60.9057
Office Park	1128.5	0.0122	0.1106	0.0929	6.6000e-004		8.4100e-003	8.4100e-003		8.4100e-003	8.4100e-003		132.7647	132.7647	2.5400e-003	2.4300e-003	133.5537
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	7942.7	0.0857	0.7787	0.6541	4.6700e-003		0.0592	0.0592		0.0592	0.0592		934.4352	934.4352	0.0179	0.0171	939.9881

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Racquet Club	831.573	8.9700e-003	0.0815	0.0685	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.8321	97.8321	1.8800e-003	1.7900e-003	98.4134
Regional Shopping Center	1354.59	0.0146	0.1328	0.1116	8.0000e-004		0.0101	0.0101		0.0101	0.0101		159.3633	159.3633	3.0500e-003	2.9200e-003	160.3103
Single Family Housing	247820	2.6726	22.8383	9.7184	0.1458		1.8465	1.8465		1.8465	1.8465		29,155.2367	29,155.2367	0.5588	0.5345	29,328.4917
Strip Mall	1185.74	0.0128	0.1163	0.0977	7.0000e-004		8.8300e-003	8.8300e-003		8.8300e-003	8.8300e-003		139.4986	139.4986	2.6700e-003	2.5600e-003	140.3276
Supermarket	160.665	1.7300e-003	0.0158	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.9017	18.9017	3.6000e-004	3.5000e-004	19.0141
Unrefrigerated Warehouse-No Rail	1.13096	1.0000e-005	1.1000e-004	9.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		0.1331	0.1331	0.0000	0.0000	0.1338
Unrefrigerated Warehouse-No Rail	460.562	4.9700e-003	0.0452	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003		54.1837	54.1837	1.0400e-003	9.9000e-004	54.5057
Total		**3.5274**	**30.6091**	**16.2458**	**0.1924**		**2.4371**	**2.4371**		**2.4371**	**2.4371**		**38,480.1725**	**38,480.1725**	**0.7375**	**0.7055**	**38,708.8409**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	2.36226	0.0255	0.2316	0.1945	1.3900e-003		0.0176	0.0176		0.0176	0.0176		277.9126	277.9126	5.3300e-003	5.1000e-003	279.5640
Bank (with Drive-Through)	0.221425	2.3900e-003	0.0217	0.0182	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0500	26.0500	5.0000e-004	4.8000e-004	26.2048
Convenience Market with Gas Pumps	0.0157641	1.7000e-004	1.5500e-003	1.3000e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		1.8546	1.8546	4.0000e-005	3.0000e-005	1.8656
Discount Club	0.329448	3.5500e-003	0.0323	0.0271	1.9000e-004		2.4500e-003	2.4500e-003		2.4500e-003	2.4500e-003		38.7585	38.7585	7.4000e-004	7.1000e-004	38.9889

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	1.39595	0.0151	0.1369	0.1150	8.2000e-004		0.0104	0.0104		0.0104	0.0104		164.2289	164.2289	3.1500e-003	3.0100e-003	165.2048
Elementary School	5.03337	0.0543	0.4935	0.4145	2.9600e-003		0.0375	0.0375		0.0375	0.0375		592.1612	592.1612	0.0114	0.0109	595.6801
Free-Standing Discount Superstore	0.0289783	3.1000e-004	2.8400e-003	2.3900e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004		3.4092	3.4092	7.0000e-005	6.0000e-005	3.4295
General Office Building	2.30571	0.0249	0.2261	0.1899	1.3600e-003		0.0172	0.0172		0.0172	0.0172		271.2602	271.2602	5.2000e-003	4.9700e-003	272.8721
Government (Civic Center)	22.3675	0.2412	2.1929	1.8420	0.0132		0.1667	0.1667		0.1667	0.1667		2,631.4742	2,631.4742	0.0504	0.0482	2,647.1118
Government Office Building	10.6433	0.1148	1.0435	0.8765	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,252.1541	1,252.1541	0.0240	0.0230	1,259.5950
Hardware/Paint Store	0.0465332	5.0000e-004	4.5600e-003	3.8300e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004		5.4745	5.4745	1.0000e-004	1.0000e-004	5.5070
High Turnover (Sit Down Restaurant)	15.2844	0.1648	1.4985	1.2587	8.9900e-003		0.1139	0.1139		0.1139	0.1139		1,798.1702	1,798.1702	0.0345	0.0330	1,808.8558
Industrial Park	0.0994844	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7041	11.7041	2.2000e-004	2.1000e-004	11.7736
Industrial Park	2.51081	0.0271	0.2462	0.2068	1.4800e-003		0.0187	0.0187		0.0187	0.0187		295.3894	295.3894	5.6600e-003	5.4200e-003	297.1447
Industrial Park	3.03685	0.0328	0.2977	0.2501	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.2760	357.2760	6.8500e-003	6.5500e-003	359.3991
Manufacturing	0.51464	5.5500e-003	0.0505	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5459	60.5459	1.1600e-003	1.1100e-003	60.9057
Office Park	1.1285	0.0122	0.1106	0.0929	6.6000e-004		8.4100e-003	8.4100e-003		8.4100e-003	8.4100e-003		132.7647	132.7647	2.5400e-003	2.4300e-003	133.5537
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	7.9427	0.0857	0.7787	0.6541	4.6700e-003		0.0592	0.0592		0.0592	0.0592		934.4352	934.4352	0.0179	0.0171	939.9881
Racquet Club	0.831573	8.9700e-003	0.0815	0.0685	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003		97.8321	97.8321	1.8800e-003	1.7900e-003	98.4134
Regional Shopping Center	1.35459	0.0146	0.1328	0.1116	8.0000e-004		0.0101	0.0101		0.0101	0.0101		159.3633	159.3633	3.0500e-003	2.9200e-003	160.3103
Single Family Housing	247.82	2.6726	22.8383	9.7184	0.1458		1.8465	1.8465		1.8465	1.8465		29,155.2367	29,155.2367	0.5588	0.5345	29,328.4917
Strip Mall	1.18574	0.0128	0.1163	0.0977	7.0000e-004		8.8300e-003	8.8300e-003		8.8300e-003	8.8300e-003		139.4986	139.4986	2.6700e-003	2.5600e-003	140.3276

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Supermarket	0.160665	1.7300e-003	0.0158	0.0132	9.0000e-005		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003		18.9017	18.9017	3.6000e-004	3.5000e-004	19.0141
Unrefrigerated Warehouse-No Rail	0.00113096	1.0000e-005	1.1000e-004	9.0000e-005	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		0.1331	0.1331	0.0000	0.0000	0.1338
Unrefrigerated Warehouse-No Rail	0.460562	4.9700e-003	0.0452	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003		54.1837	54.1837	1.0400e-003	9.9000e-004	54.5057
Total		**3.5274**	**30.6091**	**16.2458**	**0.1924**		**2.4371**	**2.4371**		**2.4371**	**2.4371**		**38,480.1725**	**38,480.1725**	**0.7375**	**0.7055**	**38,708.8409**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	142.2571	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283	0.0000	530.3621	530.3621	0.5127	0.0000	543.1799
Unmitigated	1,076.6775	77.3878	2,108.3038	4.6419		274.0291	274.0291		274.0291	274.0291	33,402.4310	64,718.3621	98,120.7931	100.1252	2.2671	101,299.5253

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.7875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	120.5469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	934.4204	73.9885	1,813.4959	4.6264		272.4008	272.4008		272.4008	272.4008	33,402.4310	64,188.0000	97,590.4310	99.6125	2.2671	100,756.3454
Landscaping	8.9227	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283		530.3621	530.3621	0.5127		543.1799
Total	**1,076.6775**	**77.3878**	**2,108.3038**	**4.6420**		**274.0291**	**274.0291**		**274.0291**	**274.0291**	**33,402.4310**	**64,718.3621**	**98,120.7931**	**100.1252**	**2.2671**	**101,299.5253**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.7875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	120.5469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.9227	3.3993	294.8080	0.0156		1.6283	1.6283		1.6283	1.6283		530.3621	530.3621	0.5127		543.1799
Total	**142.2571**	**3.3993**	**294.8080**	**0.0156**		**1.6283**	**1.6283**		**1.6283**	**1.6283**	**0.0000**	**530.3621**	**530.3621**	**0.5127**	**0.0000**	**543.1799**

7.0 Water Detail

7.1 Mitigation Measures Water

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton TOD Specific Plan

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	150.00	Room	5.00	90,000.00	0
General Office Building	97.00	1000sqft	2.23	97,000.00	0
Apartments Mid Rise	2,178.00	Dwelling Unit	57.32	2,178,000.00	9236

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Compton TOD Specific Plan.

Construction Phase - Assumes construction of Specific Plan would be built out in 30 months.

Grading - assumes 50,000 cy soil export

Demolition - assumes 100,000 sf of demolition.

Architectural Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Vehicle Trips - vehicle trip lengths adjusted to reflect Specific Plan VMT analysis.

Area Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Construction Off-road Equipment Mitigation -

Area Mitigation - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	75.00	262.00
tblConstructionPhase	NumDays	1,110.00	396.00
tblConstructionPhase	NumDays	70.00	132.00
tblConstructionPhase	NumDays	110.00	132.00
tblConstructionPhase	NumDays	75.00	135.00
tblConstructionPhase	PhaseEndDate	9/3/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	2/5/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	4/8/2022	7/5/2022
tblConstructionPhase	PhaseEndDate	11/4/2022	1/5/2023
tblConstructionPhase	PhaseEndDate	5/21/2027	7/12/2024
tblConstructionPhase	PhaseStartDate	5/22/2027	7/13/2023
tblConstructionPhase	PhaseStartDate	11/5/2022	1/6/2023
tblConstructionPhase	PhaseStartDate	6/4/2022	7/6/2022
tblConstructionPhase	PhaseStartDate	2/6/2027	1/6/2024
tblGrading	AcresOfGrading	396.00	330.00
tblGrading	MaterialExported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	217,800.00	90,000.00
tblLandUse	Population	6,229.00	9,236.00
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TTP	48.00	100.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TTP	61.60	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	19.40	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	12.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00

2.0 Emissions Summary

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.9142	47.1741	31.6520	0.0935	9.7685	1.6955	11.4640	3.8895	1.5621	5.4516	0.0000	9,432.7514	9,432.7514	2.1208	0.5170	9,639.8214
2023	64.1386	41.0158	87.5059	0.2630	23.6375	1.4649	24.5916	6.3071	1.3492	7.2071	0.0000	26,952.1846	26,952.1846	2.1167	1.2435	27,355.3075
2024	64.6149	39.1350	97.9616	0.2812	23.8052	1.3222	25.1274	6.3516	1.2358	7.5874	0.0000	28,835.4452	28,835.4452	1.9688	1.2022	29,242.9278
Maximum	**64.6149**	**47.1741**	**97.9616**	**0.2812**	**23.8052**	**1.6955**	**25.1274**	**6.3516**	**1.5621**	**7.5874**	**0.0000**	**28,835.4452**	**28,835.4452**	**2.1208**	**1.2435**	**29,242.9278**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.9142	47.1741	31.6520	0.0935	4.9746	1.6955	6.6701	1.9079	1.5621	3.4699	0.0000	9,432.7514	9,432.7514	2.1208	0.5170	9,639.8214
2023	64.1386	41.0158	87.5059	0.2630	23.6375	1.4649	24.5916	6.3071	1.3492	7.2071	0.0000	26,952.1846	26,952.1846	2.1167	1.2435	27,355.3075
2024	64.6149	39.1350	97.9616	0.2812	23.8052	1.3222	25.1274	6.3516	1.2358	7.5874	0.0000	28,835.4452	28,835.4452	1.9688	1.2022	29,242.9278
Maximum	**64.6149**	**47.1741**	**97.9616**	**0.2812**	**23.8052**	**1.6955**	**25.1274**	**6.3516**	**1.5621**	**7.5874**	**0.0000**	**28,835.4452**	**28,835.4452**	**2.1208**	**1.2435**	**29,242.9278**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**8.38**	**0.00**	**7.84**	**11.98**	**0.00**	**9.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	626.8657	47.2550	1,286.5494	2.8351		167.3703	167.3703		167.3703	167.3703	20,401.1483	39,527.6010	59,928.7492	61.1483	1.3847	61,870.0922
Energy	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
Mobile	40.5910	39.3821	420.3218	0.9321	133.5823	0.4752	134.0575	35.5986	0.4432	36.0418		104,011.7834	104,011.7834	6.8264	4.0777	105,397.6076
Total	**668.1293**	**92.4358**	**1,709.6883**	**3.8039**	**133.5823**	**168.3103**	**301.8926**	**35.5986**	**168.2783**	**203.8768**	**20,401.1483**	**150,877.2707**	**171,278.4189**	**68.1153**	**5.5970**	**174,649.1915**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	59.9563	34.5814	192.7602	0.2170		3.6255	3.6255		3.6255	3.6255	0.0000	41,833.7186	41,833.7186	1.1037	0.7610	42,088.0951
Energy	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
Mobile	40.5910	39.3821	420.3218	0.9321	133.5823	0.4752	134.0575	35.5986	0.4432	36.0418		104,011.7834	104,011.7834	6.8264	4.0777	105,397.6076
Total	**101.2200**	**79.7622**	**615.8991**	**1.1858**	**133.5823**	**4.5655**	**138.1478**	**35.5986**	**4.5335**	**40.1321**	**0.0000**	**153,183.3883**	**153,183.3883**	**8.0707**	**4.9733**	**154,867.1944**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	84.85	13.71	63.98	68.83	0.00	97.29	54.24	0.00	97.31	80.32	100.00	-1.53	10.56	88.15	11.14	11.33

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	7/5/2022	5	132	
2	Grading	Grading	7/6/2022	1/5/2023	5	132	
3	Building Construction	Building Construction	1/6/2023	7/12/2024	5	396	
4	Paving	Paving	1/6/2024	7/12/2024	5	135	
5	Architectural Coating	Architectural Coating	7/13/2023	7/12/2024	5	262	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 4,410,450; Residential Outdoor: 1,470,150; Non-Residential Indoor: 280,500; Non-Residential Outdoor: 93,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	455.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	6,250.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,637.00	263.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	327.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7457	0.0000	0.7457	0.1129	0.0000	0.1129			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.7457**	**1.2427**	**1.9884**	**0.1129**	**1.1553**	**1.2682**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0157	0.6024	0.1374	2.1400e-003	0.0603	4.3100e-003	0.0646	0.0165	4.1200e-003	0.0207		234.7301	234.7301	0.0124	0.0372	246.1399
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0713**	**0.6443**	**0.6802**	**3.5900e-003**	**0.2280**	**5.3800e-003**	**0.2334**	**0.0610**	**5.1100e-003**	**0.0661**		**382.5001**	**382.5001**	**0.0167**	**0.0413**	**395.2119**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3356	0.0000	0.3356	0.0508	0.0000	0.0508			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.3356**	**1.2427**	**1.5782**	**0.0508**	**1.1553**	**1.2061**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0157	0.6024	0.1374	2.1400e-003	0.0603	4.3100e-003	0.0646	0.0165	4.1200e-003	0.0207		234.7301	234.7301	0.0124	0.0372	246.1399
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0713**	**0.6443**	**0.6802**	**3.5900e-003**	**0.2280**	**5.3800e-003**	**0.2334**	**0.0610**	**5.1100e-003**	**0.0661**		**382.5001**	**382.5001**	**0.0167**	**0.0413**	**395.2119**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7162	0.0000	8.7162	3.6030	0.0000	3.6030			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.7162**	**1.6349**	**10.3511**	**3.6030**	**1.5041**	**5.1071**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2153	8.2748	1.8868	0.0294	0.8288	0.0592	0.8880	0.2272	0.0566	0.2839		3,224.3142	3,224.3142	0.1709	0.5116	3,381.0429
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.2894**	**8.3307**	**2.6105**	**0.0314**	**1.0523**	**0.0606**	**1.1130**	**0.2865**	**0.0580**	**0.3445**		**3,421.3409**	**3,421.3409**	**0.1766**	**0.5170**	**3,579.8055**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9223	0.0000	3.9223	1.6213	0.0000	1.6213			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.9223**	**1.6349**	**5.5572**	**1.6213**	**1.5041**	**3.1254**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2153	8.2748	1.8868	0.0294	0.8288	0.0592	0.8880	0.2272	0.0566	0.2839		3,224.3142	3,224.3142	0.1709	0.5116	3,381.0429
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.2894**	**8.3307**	**2.6105**	**0.0314**	**1.0523**	**0.0606**	**1.1130**	**0.2865**	**0.0580**	**0.3445**		**3,421.3409**	**3,421.3409**	**0.1766**	**0.5170**	**3,579.8055**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7162	0.0000	8.7162	3.6030	0.0000	3.6030			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**8.7162**	**1.4245**	**10.1407**	**3.6030**	**1.3105**	**4.9135**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0961	6.4509	1.6718	0.0277	0.8288	0.0391	0.8679	0.2272	0.0374	0.2646		3,046.1056	3,046.1056	0.1674	0.4837	3,194.4407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0688	0.0493	0.6662	1.8700e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		191.8453	191.8453	5.1100e-003	4.9300e-003	193.4424
Total	**0.1649**	**6.5002**	**2.3379**	**0.0296**	**1.0524**	**0.0404**	**1.0928**	**0.2865**	**0.0386**	**0.3252**		**3,237.9509**	**3,237.9509**	**0.1725**	**0.4887**	**3,387.8831**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9223	0.0000	3.9223	1.6213	0.0000	1.6213			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.9223**	**1.4245**	**5.3468**	**1.6213**	**1.3105**	**2.9319**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0961	6.4509	1.6718	0.0277	0.8288	0.0391	0.8679	0.2272	0.0374	0.2646		3,046.1056	3,046.1056	0.1674	0.4837	3,194.4407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0688	0.0493	0.6662	1.8700e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		191.8453	191.8453	5.1100e-003	4.9300e-003	193.4424
Total	**0.1649**	**6.5002**	**2.3379**	**0.0296**	**1.0524**	**0.0404**	**1.0928**	**0.2865**	**0.0386**	**0.3252**		**3,237.9509**	**3,237.9509**	**0.1725**	**0.4887**	**3,387.8831**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2924	10.5692	4.0337	0.0490	1.6846	0.0511	1.7357	0.4851	0.0488	0.5339		5,276.3140	5,276.3140	0.1757	0.7593	5,506.9860
Worker	5.6322	4.0370	54.5253	0.1534	18.2978	0.1104	18.4082	4.8527	0.1016	4.9543		15,702.5413	15,702.5413	0.4185	0.4036	15,833.2627
Total	**5.9246**	**14.6062**	**58.5590**	**0.2025**	**19.9824**	**0.1615**	**20.1439**	**5.3377**	**0.1505**	**5.4882**		**20,978.8553**	**20,978.8553**	**0.5942**	**1.1629**	**21,340.2487**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2924	10.5692	4.0337	0.0490	1.6846	0.0511	1.7357	0.4851	0.0488	0.5339		5,276.3140	5,276.3140	0.1757	0.7593	5,506.9860
Worker	5.6322	4.0370	54.5253	0.1534	18.2978	0.1104	18.4082	4.8527	0.1016	4.9543		15,702.5413	15,702.5413	0.4185	0.4036	15,833.2627
Total	**5.9246**	**14.6062**	**58.5590**	**0.2025**	**19.9824**	**0.1615**	**20.1439**	**5.3377**	**0.1505**	**5.4882**		**20,978.8553**	**20,978.8553**	**0.5942**	**1.1629**	**21,340.2487**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2826	10.5908	3.9490	0.0483	1.6847	0.0514	1.7360	0.4851	0.0492	0.5342		5,197.2570	5,197.2570	0.1764	0.7487	5,424.7756
Worker	5.2669	3.6041	50.7973	0.1491	18.2978	0.1059	18.4037	4.8527	0.0975	4.9501		15,380.2677	15,380.2677	0.3790	0.3752	15,501.5412
Total	**5.5495**	**14.1949**	**54.7463**	**0.1974**	**19.9825**	**0.1573**	**20.1397**	**5.3377**	**0.1466**	**5.4844**		**20,577.5247**	**20,577.5247**	**0.5554**	**1.1239**	**20,926.3169**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2826	10.5908	3.9490	0.0483	1.6847	0.0514	1.7360	0.4851	0.0492	0.5342		5,197.2570	5,197.2570	0.1764	0.7487	5,424.7756
Worker	5.2669	3.6041	50.7973	0.1491	18.2978	0.1059	18.4037	4.8527	0.0975	4.9501		15,380.2677	15,380.2677	0.3790	0.3752	15,501.5412
Total	**5.5495**	**14.1949**	**54.7463**	**0.1974**	**19.9825**	**0.1573**	**20.1397**	**5.3377**	**0.1466**	**5.4844**		**20,577.5247**	**20,577.5247**	**0.5554**	**1.1239**	**20,926.3169**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		140.9310	140.9310	3.4700e-003	3.4400e-003	142.0422
Total	**0.0483**	**0.0330**	**0.4655**	**1.3700e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**140.9310**	**140.9310**	**3.4700e-003**	**3.4400e-003**	**142.0422**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		140.9310	140.9310	3.4700e-003	3.4400e-003	142.0422
Total	**0.0483**	**0.0330**	**0.4655**	**1.3700e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**140.9310**	**140.9310**	**3.4700e-003**	**3.4400e-003**	**142.0422**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**55.5162**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1251	0.8064	10.8917	0.0307	3.6551	0.0221	3.6771	0.9694	0.0203	0.9897		3,136.6714	3,136.6714	0.0836	0.0806	3,162.7837
Total	**1.1251**	**0.8064**	**10.8917**	**0.0307**	**3.6551**	**0.0221**	**3.6771**	**0.9694**	**0.0203**	**0.9897**		**3,136.6714**	**3,136.6714**	**0.0836**	**0.0806**	**3,162.7837**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**55.5162**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1251	0.8064	10.8917	0.0307	3.6551	0.0221	3.6771	0.9694	0.0203	0.9897		3,136.6714	3,136.6714	0.0836	0.0806	3,162.7837
Total	**1.1251**	**0.8064**	**10.8917**	**0.0307**	**3.6551**	**0.0221**	**3.6771**	**0.9694**	**0.0203**	**0.9897**		**3,136.6714**	**3,136.6714**	**0.0836**	**0.0806**	**3,162.7837**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**55.5053**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0521	0.7199	10.1471	0.0298	3.6551	0.0212	3.6762	0.9694	0.0195	0.9888		3,072.2954	3,072.2954	0.0757	0.0749	3,096.5205
Total	**1.0521**	**0.7199**	**10.1471**	**0.0298**	**3.6551**	**0.0212**	**3.6762**	**0.9694**	**0.0195**	**0.9888**		**3,072.2954**	**3,072.2954**	**0.0757**	**0.0749**	**3,096.5205**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**55.5053**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0521	0.7199	10.1471	0.0298	3.6551	0.0212	3.6762	0.9694	0.0195	0.9888		3,072.2954	3,072.2954	0.0757	0.0749	3,096.5205
Total	**1.0521**	**0.7199**	**10.1471**	**0.0298**	**3.6551**	**0.0212**	**3.6762**	**0.9694**	**0.0195**	**0.9888**		**3,072.2954**	**3,072.2954**	**0.0757**	**0.0749**	**3,096.5205**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	40.5910	39.3821	420.3218	0.9321	133.5823	0.4752	134.0575	35.5986	0.4432	36.0418		104,011.7834	104,011.7834	6.8264	4.0777	105,397.6076
Unmitigated	40.5910	39.3821	420.3218	0.9321	133.5823	0.4752	134.0575	35.5986	0.4432	36.0418		104,011.7834	104,011.7834	6.8264	4.0777	105,397.6076

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	11,848.32	10,693.98	8908.02	50,838,353	50,838,353
General Office Building	944.78	214.37	67.90	3,227,978	3,227,978
Hotel	1,254.00	1,228.50	892.50	5,410,517	5,410,517
Total	14,047.10	12,136.85	9,868.42	59,476,848	59,476,848

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0
Hotel	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
General Office Building	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Hotel	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
NaturalGas Unmitigated	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	53768.6	0.5799	4.9551	2.1086	0.0316		0.4006	0.4006		0.4006	0.4006		6,325.7123	6,325.7123	0.1212	0.1160	6,363.3028
General Office Building	2739.92	0.0296	0.2686	0.2256	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3433	322.3433	6.1800e-003	5.9100e-003	324.2588
Hotel	5863.56	0.0632	0.5749	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.8308	689.8308	0.0132	0.0127	693.9301
Total		**0.6726**	**5.7986**	**2.8171**	**0.0367**		**0.4647**	**0.4647**		**0.4647**	**0.4647**		**7,337.8864**	**7,337.8864**	**0.1406**	**0.1345**	**7,381.4917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	53.7686	0.5799	4.9551	2.1086	0.0316		0.4006	0.4006		0.4006	0.4006		6,325.7123	6,325.7123	0.1212	0.1160	6,363.3028
General Office Building	2.73992	0.0296	0.2686	0.2256	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3433	322.3433	6.1800e-003	5.9100e-003	324.2588
Hotel	5.86356	0.0632	0.5749	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.8308	689.8308	0.0132	0.0127	693.9301
Total		**0.6726**	**5.7986**	**2.8171**	**0.0367**		**0.4647**	**0.4647**		**0.4647**	**0.4647**		**7,337.8864**	**7,337.8864**	**0.1406**	**0.1345**	**7,381.4917**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	59.9563	34.5814	192.7602	0.2170		3.6255	3.6255		3.6255	3.6255	0.0000	41,833.7186	41,833.7186	1.1037	0.7610	42,088.0951
Unmitigated	626.8657	47.2550	1,286.5494	2.8351		167.3703	167.3703		167.3703	167.3703	20,401.1483	39,527.6010	59,928.7492	61.1483	1.3847	61,870.0922

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	46.8270					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	570.7144	45.1898	1,107.6259	2.8257		166.3738	166.3738		166.3738	166.3738	20,401.1483	39,204.0000	59,605.1483	60.8402	1.3847	61,538.7886
Landscaping	5.3530	2.0652	178.9235	9.4900e-003		0.9966	0.9966		0.9966	0.9966		323.6010	323.6010	0.3081		331.3036
Total	**626.8657**	**47.2550**	**1,286.5494**	**2.8351**		**167.3703**	**167.3703**		**167.3703**	**167.3703**	**20,401.1483**	**39,527.6010**	**59,928.7493**	**61.1483**	**1.3847**	**61,870.0922**

Compton TOD Specific Plan - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	46.8270					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8051	32.5163	13.8367	0.2076		2.6290	2.6290		2.6290	2.6290	0.0000	41,510.1177	41,510.1177	0.7956	0.7610	41,756.7915
Landscaping	5.3530	2.0652	178.9235	9.4900e-003		0.9966	0.9966		0.9966	0.9966		323.6010	323.6010	0.3081		331.3036
Total	**59.9563**	**34.5814**	**192.7602**	**0.2170**		**3.6255**	**3.6255**		**3.6255**	**3.6255**	**0.0000**	**41,833.7186**	**41,833.7186**	**1.1037**	**0.7610**	**42,088.0951**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton TOD Specific Plan

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	150.00	Room	5.00	90,000.00	0
General Office Building	97.00	1000sqft	2.23	97,000.00	0
Apartments Mid Rise	2,178.00	Dwelling Unit	57.32	2,178,000.00	9236

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Compton TOD Specific Plan.

Construction Phase - Assumes construction of Specific Plan would be built out in 30 months.

Grading - assumes 50,000 cy soil export

Demolition - assumes 100,000 sf of demolition.

Architectural Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Vehicle Trips - vehicle trip lengths adjusted to reflect Specific Plan VMT analysis.

Area Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Construction Off-road Equipment Mitigation -

Area Mitigation - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	75.00	262.00
tblConstructionPhase	NumDays	1,110.00	396.00
tblConstructionPhase	NumDays	70.00	132.00
tblConstructionPhase	NumDays	110.00	132.00
tblConstructionPhase	NumDays	75.00	135.00
tblConstructionPhase	PhaseEndDate	9/3/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	2/5/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	4/8/2022	7/5/2022
tblConstructionPhase	PhaseEndDate	11/4/2022	1/5/2023
tblConstructionPhase	PhaseEndDate	5/21/2027	7/12/2024
tblConstructionPhase	PhaseStartDate	5/22/2027	7/13/2023
tblConstructionPhase	PhaseStartDate	11/5/2022	1/6/2023
tblConstructionPhase	PhaseStartDate	6/4/2022	7/6/2022
tblConstructionPhase	PhaseStartDate	2/6/2027	1/6/2024
tblGrading	AcresOfGrading	396.00	330.00
tblGrading	MaterialExported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	217,800.00	90,000.00
tblLandUse	Population	6,229.00	9,236.00
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TTP	48.00	100.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TTP	61.60	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	19.40	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	12.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00

2.0 Emissions Summary

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.9146	46.8461	31.6839	0.0935	9.7685	1.6954	11.4639	3.8895	1.5619	5.4515	0.0000	9,442.8052	9,442.8052	2.1211	0.5164	9,649.7287
2023	63.6810	40.7388	93.1360	0.2732	23.6375	1.4648	24.5913	6.3071	1.3491	7.2068	0.0000	27,991.8020	27,991.8020	2.1170	1.2106	28,384.9668
2024	64.1651	38.2479	103.1818	0.2912	23.8052	1.3219	25.1271	6.3516	1.2356	7.5871	0.0000	29,859.5306	29,859.5306	1.9629	1.1715	30,257.7023
Maximum	**64.1651**	**46.8461**	**103.1818**	**0.2912**	**23.8052**	**1.6954**	**25.1271**	**6.3516**	**1.5619**	**7.5871**	**0.0000**	**29,859.5306**	**29,859.5306**	**2.1211**	**1.2106**	**30,257.7023**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.9146	46.8461	31.6839	0.0935	4.9746	1.6954	6.6700	1.9079	1.5619	3.4698	0.0000	9,442.8052	9,442.8052	2.1211	0.5164	9,649.7287
2023	63.6810	40.7388	93.1360	0.2732	23.6375	1.4648	24.5913	6.3071	1.3491	7.2068	0.0000	27,991.8020	27,991.8020	2.1170	1.2106	28,384.9668
2024	64.1651	38.2479	103.1818	0.2912	23.8052	1.3219	25.1271	6.3516	1.2356	7.5871	0.0000	29,859.5306	29,859.5306	1.9629	1.1715	30,257.7023
Maximum	**64.1651**	**46.8461**	**103.1818**	**0.2912**	**23.8052**	**1.6954**	**25.1271**	**6.3516**	**1.5619**	**7.5871**	**0.0000**	**29,859.5306**	**29,859.5306**	**2.1211**	**1.2106**	**30,257.7023**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**8.38**	**0.00**	**7.84**	**11.98**	**0.00**	**9.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	626.8657	47.2550	1,286.5494	2.8351		167.3703	167.3703		167.3703	167.3703	20,401.1483	39,527.6010	59,928.7492	61.1483	1.3847	61,870.0922
Energy	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
Mobile	40.9975	36.4962	426.3503	0.9722	133.5823	0.4751	134.0574	35.5986	0.4431	36.0417		108,521.5041	108,521.5041	6.7005	3.9233	109,858.1647
Total	**668.5358**	**89.5499**	**1,715.7167**	**3.8440**	**133.5823**	**168.3101**	**301.8924**	**35.5986**	**168.2781**	**203.8767**	**20,401.1483**	**155,386.9914**	**175,788.1397**	**67.9894**	**5.4425**	**179,109.7486**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	59.9563	34.5814	192.7602	0.2170		3.6255	3.6255		3.6255	3.6255	0.0000	41,833.7186	41,833.7186	1.1037	0.7610	42,088.0951
Energy	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
Mobile	40.9975	36.4962	426.3503	0.9722	133.5823	0.4751	134.0574	35.5986	0.4431	36.0417		108,521.5041	108,521.5041	6.7005	3.9233	109,858.1647
Total	**101.6264**	**76.8763**	**621.9275**	**1.2259**	**133.5823**	**4.5654**	**138.1476**	**35.5986**	**4.5334**	**40.1319**	**0.0000**	**157,693.1091**	**157,693.1091**	**7.9448**	**4.8189**	**159,327.7515**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	84.80	14.15	63.75	68.11	0.00	97.29	54.24	0.00	97.31	80.32	100.00	-1.48	10.29	88.31	11.46	11.04

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	7/5/2022	5	132	
2	Grading	Grading	7/6/2022	1/5/2023	5	132	
3	Building Construction	Building Construction	1/6/2023	7/12/2024	5	396	
4	Paving	Paving	1/6/2024	7/12/2024	5	135	
5	Architectural Coating	Architectural Coating	7/13/2023	7/12/2024	5	262	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 4,410,450; Residential Outdoor: 1,470,150; Non-Residential Indoor: 280,500; Non-Residential Outdoor: 93,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	455.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	6,250.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,637.00	263.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	327.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7457	0.0000	0.7457	0.1129	0.0000	0.1129			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.7457**	**1.2427**	**1.9884**	**0.1129**	**1.1553**	**1.2682**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0161	0.5789	0.1350	2.1400e-003	0.0603	4.3000e-003	0.0646	0.0165	4.1100e-003	0.0207		234.6613	234.6613	0.0125	0.0372	246.0680
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
Total	**0.0680**	**0.6168**	**0.7262**	**3.6700e-003**	**0.2280**	**5.3700e-003**	**0.2334**	**0.0610**	**5.1000e-003**	**0.0661**		**390.6803**	**390.6803**	**0.0167**	**0.0410**	**403.3112**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3356	0.0000	0.3356	0.0508	0.0000	0.0508			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.3356**	**1.2427**	**1.5782**	**0.0508**	**1.1553**	**1.2061**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0161	0.5789	0.1350	2.1400e-003	0.0603	4.3000e-003	0.0646	0.0165	4.1100e-003	0.0207		234.6613	234.6613	0.0125	0.0372	246.0680
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
Total	**0.0680**	**0.6168**	**0.7262**	**3.6700e-003**	**0.2280**	**5.3700e-003**	**0.2334**	**0.0610**	**5.1000e-003**	**0.0661**		**390.6803**	**390.6803**	**0.0167**	**0.0410**	**403.3112**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7162	0.0000	8.7162	3.6030	0.0000	3.6030			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.7162**	**1.6349**	**10.3511**	**3.6030**	**1.5041**	**5.1071**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2206	7.9521	1.8541	0.0294	0.8288	0.0591	0.8879	0.2272	0.0565	0.2838		3,223.3693	3,223.3693	0.1712	0.5114	3,380.0553
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		208.0254	208.0254	5.6300e-003	5.0000e-003	209.6576
Total	**0.2898**	**8.0027**	**2.6424**	**0.0315**	**1.0523**	**0.0605**	**1.1128**	**0.2865**	**0.0578**	**0.3444**		**3,431.3947**	**3,431.3947**	**0.1768**	**0.5164**	**3,589.7129**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9223	0.0000	3.9223	1.6213	0.0000	1.6213			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.9223**	**1.6349**	**5.5572**	**1.6213**	**1.5041**	**3.1254**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2206	7.9521	1.8541	0.0294	0.8288	0.0591	0.8879	0.2272	0.0565	0.2838		3,223.3693	3,223.3693	0.1712	0.5114	3,380.0553
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		208.0254	208.0254	5.6300e-003	5.0000e-003	209.6576
Total	**0.2898**	**8.0027**	**2.6424**	**0.0315**	**1.0523**	**0.0605**	**1.1128**	**0.2865**	**0.0578**	**0.3444**		**3,431.3947**	**3,431.3947**	**0.1768**	**0.5164**	**3,589.7129**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7162	0.0000	8.7162	3.6030	0.0000	3.6030			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**8.7162**	**1.4245**	**10.1407**	**3.6030**	**1.3105**	**4.9135**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1027	6.1785	1.6491	0.0277	0.8288	0.0390	0.8678	0.2272	0.0373	0.2645		3,042.8982	3,042.8982	0.1677	0.4832	3,191.0866
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0447	0.7248	1.9800e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		202.5226	202.5226	5.0400e-003	4.6200e-003	204.0242
Total	**0.1667**	**6.2232**	**2.3738**	**0.0297**	**1.0524**	**0.0403**	**1.0927**	**0.2865**	**0.0385**	**0.3251**		**3,245.4208**	**3,245.4208**	**0.1727**	**0.4878**	**3,395.1108**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9223	0.0000	3.9223	1.6213	0.0000	1.6213			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.9223**	**1.4245**	**5.3468**	**1.6213**	**1.3105**	**2.9319**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1027	6.1785	1.6491	0.0277	0.8288	0.0390	0.8678	0.2272	0.0373	0.2645		3,042.8982	3,042.8982	0.1677	0.4832	3,191.0866
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0447	0.7248	1.9800e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		202.5226	202.5226	5.0400e-003	4.6200e-003	204.0242
Total	**0.1667**	**6.2232**	**2.3738**	**0.0297**	**1.0524**	**0.0403**	**1.0927**	**0.2865**	**0.0385**	**0.3251**		**3,245.4208**	**3,245.4208**	**0.1727**	**0.4878**	**3,395.1108**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3028	10.0948	3.9108	0.0490	1.6846	0.0508	1.7354	0.4851	0.0485	0.5336		5,267.4291	5,267.4291	0.1765	0.7573	5,497.5182
Worker	5.2421	3.6547	59.3205	0.1620	18.2978	0.1104	18.4082	4.8527	0.1016	4.9543		16,576.4712	16,576.4712	0.4128	0.3778	16,699.3784
Total	**5.5449**	**13.7495**	**63.2313**	**0.2109**	**19.9824**	**0.1612**	**20.1436**	**5.3377**	**0.1502**	**5.4879**		**21,843.9003**	**21,843.9003**	**0.5893**	**1.1351**	**22,196.8965**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3028	10.0948	3.9108	0.0490	1.6846	0.0508	1.7354	0.4851	0.0485	0.5336		5,267.4291	5,267.4291	0.1765	0.7573	5,497.5182
Worker	5.2421	3.6547	59.3205	0.1620	18.2978	0.1104	18.4082	4.8527	0.1016	4.9543		16,576.4712	16,576.4712	0.4128	0.3778	16,699.3784
Total	**5.5449**	**13.7495**	**63.2313**	**0.2109**	**19.9824**	**0.1612**	**20.1436**	**5.3377**	**0.1502**	**5.4879**		**21,843.9003**	**21,843.9003**	**0.5893**	**1.1351**	**22,196.8965**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2935	10.1154	3.8275	0.0482	1.6847	0.0511	1.7357	0.4851	0.0489	0.5339		5,188.3221	5,188.3221	0.1772	0.7467	5,415.2753
Worker	4.8858	3.2636	55.2159	0.1574	18.2978	0.1059	18.4037	4.8527	0.0975	4.9501		16,234.7670	16,234.7670	0.3735	0.3514	16,348.8065
Total	**5.1793**	**13.3790**	**59.0434**	**0.2056**	**19.9825**	**0.1570**	**20.1394**	**5.3377**	**0.1463**	**5.4841**		**21,423.0891**	**21,423.0891**	**0.5507**	**1.0981**	**21,764.0818**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2935	10.1154	3.8275	0.0482	1.6847	0.0511	1.7357	0.4851	0.0489	0.5339		5,188.3221	5,188.3221	0.1772	0.7467	5,415.2753
Worker	4.8858	3.2636	55.2159	0.1574	18.2978	0.1059	18.4037	4.8527	0.0975	4.9501		16,234.7670	16,234.7670	0.3735	0.3514	16,348.8065
Total	**5.1793**	**13.3790**	**59.0434**	**0.2056**	**19.9825**	**0.1570**	**20.1394**	**5.3377**	**0.1463**	**5.4841**		**21,423.0891**	**21,423.0891**	**0.5507**	**1.0981**	**21,764.0818**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		148.7609	148.7609	3.4200e-003	3.2200e-003	149.8058
Total	**0.0448**	**0.0299**	**0.5060**	**1.4400e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**148.7609**	**148.7609**	**3.4200e-003**	**3.2200e-003**	**149.8058**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		148.7609	148.7609	3.4200e-003	3.2200e-003	149.8058
Total	**0.0448**	**0.0299**	**0.5060**	**1.4400e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**148.7609**	**148.7609**	**3.4200e-003**	**3.2200e-003**	**149.8058**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**55.5162**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0471	0.7300	11.8496	0.0324	3.6551	0.0221	3.6771	0.9694	0.0203	0.9897		3,311.2438	3,311.2438	0.0825	0.0755	3,335.7952
Total	**1.0471**	**0.7300**	**11.8496**	**0.0324**	**3.6551**	**0.0221**	**3.6771**	**0.9694**	**0.0203**	**0.9897**		**3,311.2438**	**3,311.2438**	**0.0825**	**0.0755**	**3,335.7952**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**55.5162**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0471	0.7300	11.8496	0.0324	3.6551	0.0221	3.6771	0.9694	0.0203	0.9897		3,311.2438	3,311.2438	0.0825	0.0755	3,335.7952
Total	**1.0471**	**0.7300**	**11.8496**	**0.0324**	**3.6551**	**0.0221**	**3.6771**	**0.9694**	**0.0203**	**0.9897**		**3,311.2438**	**3,311.2438**	**0.0825**	**0.0755**	**3,335.7952**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**55.5053**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.9760	0.6519	11.0297	0.0314	3.6551	0.0212	3.6762	0.9694	0.0195	0.9888		3,242.9865	3,242.9865	0.0746	0.0702	3,265.7665
Total	**0.9760**	**0.6519**	**11.0297**	**0.0314**	**3.6551**	**0.0212**	**3.6762**	**0.9694**	**0.0195**	**0.9888**		**3,242.9865**	**3,242.9865**	**0.0746**	**0.0702**	**3,265.7665**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.3246					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**55.5053**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.9760	0.6519	11.0297	0.0314	3.6551	0.0212	3.6762	0.9694	0.0195	0.9888		3,242.9865	3,242.9865	0.0746	0.0702	3,265.7665
Total	**0.9760**	**0.6519**	**11.0297**	**0.0314**	**3.6551**	**0.0212**	**3.6762**	**0.9694**	**0.0195**	**0.9888**		**3,242.9865**	**3,242.9865**	**0.0746**	**0.0702**	**3,265.7665**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	40.9975	36.4962	426.3503	0.9722	133.5823	0.4751	134.0574	35.5986	0.4431	36.0417		108,521.5041	108,521.5041	6.7005	3.9233	109,858.1647
Unmitigated	40.9975	36.4962	426.3503	0.9722	133.5823	0.4751	134.0574	35.5986	0.4431	36.0417		108,521.5041	108,521.5041	6.7005	3.9233	109,858.1647

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	11,848.32	10,693.98	8908.02	50,838,353	50,838,353
General Office Building	944.78	214.37	67.90	3,227,978	3,227,978
Hotel	1,254.00	1,228.50	892.50	5,410,517	5,410,517
Total	14,047.10	12,136.85	9,868.42	59,476,848	59,476,848

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0
Hotel	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
General Office Building	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
Hotel	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917
NaturalGas Unmitigated	0.6726	5.7986	2.8171	0.0367		0.4647	0.4647		0.4647	0.4647		7,337.8864	7,337.8864	0.1406	0.1345	7,381.4917

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	53768.6	0.5799	4.9551	2.1086	0.0316		0.4006	0.4006		0.4006	0.4006		6,325.7123	6,325.7123	0.1212	0.1160	6,363.3028
General Office Building	2739.92	0.0296	0.2686	0.2256	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3433	322.3433	6.1800e-003	5.9100e-003	324.2588
Hotel	5863.56	0.0632	0.5749	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.8308	689.8308	0.0132	0.0127	693.9301
Total		**0.6726**	**5.7986**	**2.8171**	**0.0367**		**0.4647**	**0.4647**		**0.4647**	**0.4647**		**7,337.8864**	**7,337.8864**	**0.1406**	**0.1345**	**7,381.4917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	53.7686	0.5799	4.9551	2.1086	0.0316		0.4006	0.4006		0.4006	0.4006		6,325.7123	6,325.7123	0.1212	0.1160	6,363.3028
General Office Building	2.73992	0.0296	0.2686	0.2256	1.6100e-003		0.0204	0.0204		0.0204	0.0204		322.3433	322.3433	6.1800e-003	5.9100e-003	324.2588
Hotel	5.86356	0.0632	0.5749	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.8308	689.8308	0.0132	0.0127	693.9301
Total		**0.6726**	**5.7986**	**2.8171**	**0.0367**		**0.4647**	**0.4647**		**0.4647**	**0.4647**		**7,337.8864**	**7,337.8864**	**0.1406**	**0.1345**	**7,381.4917**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	59.9563	34.5814	192.7602	0.2170		3.6255	3.6255		3.6255	3.6255	0.0000	41,833.7186	41,833.7186	1.1037	0.7610	42,088.0951
Unmitigated	626.8657	47.2550	1,286.5494	2.8351		167.3703	167.3703		167.3703	167.3703	20,401.1483	39,527.6010	59,928.7492	61.1483	1.3847	61,870.0922

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	46.8270					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	570.7144	45.1898	1,107.6259	2.8257		166.3738	166.3738		166.3738	166.3738	20,401.1483	39,204.0000	59,605.1483	60.8402	1.3847	61,538.7886
Landscaping	5.3530	2.0652	178.9235	9.4900e-003		0.9966	0.9966		0.9966	0.9966		323.6010	323.6010	0.3081		331.3036
Total	**626.8657**	**47.2550**	**1,286.5494**	**2.8351**		**167.3703**	**167.3703**		**167.3703**	**167.3703**	**20,401.1483**	**39,527.6010**	**59,928.7493**	**61.1483**	**1.3847**	**61,870.0922**

Compton TOD Specific Plan - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.9712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	46.8270					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.8051	32.5163	13.8367	0.2076		2.6290	2.6290		2.6290	2.6290	0.0000	41,510.1177	41,510.1177	0.7956	0.7610	41,756.7915
Landscaping	5.3530	2.0652	178.9235	9.4900e-003		0.9966	0.9966		0.9966	0.9966		323.6010	323.6010	0.3081		331.3036
Total	**59.9563**	**34.5814**	**192.7602**	**0.2170**		**3.6255**	**3.6255**		**3.6255**	**3.6255**	**0.0000**	**41,833.7186**	**41,833.7186**	**1.1037**	**0.7610**	**42,088.0951**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX 3.5

GHG

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton Station Specific Plan Area - Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Bank (with Drive-Through)	4.50	1000sqft	0.10	4,500.00	0
General Office Building	81.63	1000sqft	1.87	81,628.00	0
Government (Civic Center)	791.87	1000sqft	18.18	791,867.00	0
Government Office Building	376.80	1000sqft	8.65	376,800.00	0
Office Park	42.51	1000sqft	0.98	42,508.00	0
Elementary School	49.42	1000sqft	1.13	49,420.00	0
Elementary School	178.19	1000sqft	4.09	178,194.00	0
Place of Worship	161.42	1000sqft	3.71	161,419.00	0
Place of Worship	5.25		0.00	0.00	0
Industrial Park	3.52	1000sqft	0.08	3,522.00	0
Industrial Park	88.89	1000sqft	2.04	88,889.00	0
Industrial Park	107.51	1000sqft	2.47	107,512.00	0
Manufacturing	10.46	1000sqft	0.24	10,459.00	0
Unrefrigerated Warehouse-No Rail	195.47	1000sqft	4.49	195,471.00	0
Unrefrigerated Warehouse-No Rail	0.48	1000sqft	0.01	480.00	0
High Turnover (Sit Down Restaurant)	24.22	1000sqft	0.56	24,221.00	0
Racquet Club	16.90	1000sqft	0.39	16,900.00	0
Single Family Housing	3,566.00	Dwelling Unit	1,157.79	3,240,703.00	10199
Automobile Care Center	48.01	1000sqft	1.10	48,008.00	0
Convenience Market with Gas Pumps	3.53	1000sqft	0.08	3,530.00	0
Discount Club	73.77	1000sqft	1.69	73,772.00	0
Free-Standing Discount Superstore	6.49	1000sqft	0.15	6,489.00	0
Hardware/Paint Store	10.42	1000sqft	0.24	10,420.00	0
Regional Shopping Center	303.33	1000sqft	6.96	303,328.00	0
Strip Mall	265.52	1000sqft	6.10	265,518.00	0
Supermarket	2.67	1000sqft	0.06	2,668.00	0

1.2 Other Project Characteristics

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use information based off calculating existing land use square footages.

Construction Phase - Construction Phase - Construction phases not necessary for this run; Existing conditions

Grading - Construction Phase - Construction phases not necessary for this run; Existing conditions

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblLandUse	LandUseSquareFeet	81,630.00	81,628.00
tblLandUse	LandUseSquareFeet	791,870.00	791,867.00
tblLandUse	LandUseSquareFeet	42,510.00	42,508.00
tblLandUse	LandUseSquareFeet	178,190.00	178,194.00
tblLandUse	LandUseSquareFeet	161,420.00	161,419.00
tblLandUse	LandUseSquareFeet	107,510.00	107,512.00
tblLandUse	LandUseSquareFeet	3,520.00	3,522.00
tblLandUse	LandUseSquareFeet	88,890.00	88,889.00
tblLandUse	LandUseSquareFeet	10,460.00	10,459.00

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	195,470.00	195,471.00
tblLandUse	LandUseSquareFeet	24,220.00	24,221.00
tblLandUse	LandUseSquareFeet	6,418,800.00	3,240,703.00
tblLandUse	LandUseSquareFeet	48,010.00	48,008.00
tblLandUse	LandUseSquareFeet	73,770.00	73,772.00
tblLandUse	LandUseSquareFeet	6,490.00	6,489.00
tblLandUse	LandUseSquareFeet	303,330.00	303,328.00
tblLandUse	LandUseSquareFeet	265,520.00	265,518.00
tblLandUse	LandUseSquareFeet	2,670.00	2,668.00

2.0 Emissions Summary

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2060	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2083	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2142	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2779	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	37.1291	1.3498	59.5197	0.0598		3.6086	3.6086		3.6086	3.6086	378.7772	788.0217	1,166.7989	1.1877	0.0257	1,204.1533
Energy	0.6437	5.5862	2.9649	0.0351		0.4448	0.4448		0.4448	0.4448	0.0000	17,196.0736	17,196.0736	1.0358	0.2276	17,289.7779
Mobile	49.9536	60.5915	497.6777	1.0153	100.7459	0.8767	101.6226	26.8770	0.8168	27.6938	0.0000	94,384.1337	94,384.1337	6.8704	4.3690	95,857.8415
Waste						0.0000	0.0000		0.0000	0.0000	2,532.9212	0.0000	2,532.9212	149.6914	0.0000	6,275.2052
Water						0.0000	0.0000		0.0000	0.0000	207.6982	2,223.5356	2,431.2338	21.5203	0.5265	3,126.1248
Total	**87.7265**	**67.5274**	**560.1623**	**1.1101**	**100.7459**	**4.9300**	**105.6759**	**26.8770**	**4.8701**	**31.7471**	**3,119.3966**	**114,591.7646**	**117,711.1612**	**180.3056**	**5.1487**	**123,753.1026**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	25.4489	0.4249	36.8510	1.9400e-003		0.2035	0.2035		0.2035	0.2035	0.0000	60.1421	60.1421	0.0581	0.0000	61.5956
Energy	0.6437	5.5862	2.9649	0.0351		0.4448	0.4448		0.4448	0.4448	0.0000	17,196.0736	17,196.0736	1.0358	0.2276	17,289.7779
Mobile	49.9536	60.5915	497.6777	1.0153	100.7459	0.8767	101.6226	26.8770	0.8168	27.6938	0.0000	94,384.1337	94,384.1337	6.8704	4.3690	95,857.8415
Waste						0.0000	0.0000		0.0000	0.0000	2,532.9212	0.0000	2,532.9212	149.6914	0.0000	6,275.2052
Water						0.0000	0.0000		0.0000	0.0000	207.6982	2,223.5356	2,431.2338	21.5203	0.5265	3,126.1248
Total	**76.0462**	**66.6025**	**537.4936**	**1.0523**	**100.7459**	**1.5250**	**102.2709**	**26.8770**	**1.4651**	**28.3421**	**2,740.6194**	**113,863.8849**	**116,604.5044**	**179.1760**	**5.1230**	**122,610.5449**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.31**	**1.37**	**4.05**	**5.21**	**0.00**	**69.07**	**3.22**	**0.00**	**69.92**	**10.73**	**12.14**	**0.64**	**0.94**	**0.63**	**0.50**	**0.92**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/8/2022	3/7/2022	5	0	
2	Site Preparation	Site Preparation	7/6/2060	7/5/2060	5	0	
3	Grading	Grading	7/6/2083	7/5/2083	5	0	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	12/4/2142	12/3/2142	5	0	
5	Paving	Paving	1/19/2737	1/18/2737	5	0	
6	Architectural Coating	Architectural Coating	3/20/2779	3/19/2779	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 6,562,424; Residential Outdoor: 2,187,475; Non-Residential Indoor: 4,271,285; Non-Residential Outdoor: 1,423,762; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,279.00	848.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	456.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2060

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2060

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2083

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.4 Grading - 2083

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.4 Grading - 2083

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2142

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.5 Building Construction - 2142

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.5 Building Construction - 2142

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2737

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.6 Paving - 2737

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.6 Paving - 2737

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2779

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2779

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.7 Architectural Coating - 2779

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	49.9536	60.5915	497.6777	1.0153	100.7459	0.8767	101.6226	26.8770	0.8168	27.6938	0.0000	94,384.1337	94,384.1337	6.8704	4.3690	95,857.8415
Unmitigated	49.9536	60.5915	497.6777	1.0153	100.7459	0.8767	101.6226	26.8770	0.8168	27.6938	0.0000	94,384.1337	94,384.1337	6.8704	4.3690	95,857.8415

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,138.80	1,138.80	570.36	1,416,699	1,416,699
Bank (with Drive-Through)	450.14	389.16	143.82	426,553	426,553
Convenience Market with Gas Pumps	2,203.43	2,203.43	2203.43	1,315,169	1,315,169
Discount Club	3,083.59	3,965.14	2483.84	5,948,538	5,948,538
Elementary School	964.68	0.00	0.00	2,374,751	2,374,751
Elementary School	3,478.27	0.00	0.00	8,562,464	8,562,464
Free-Standing Discount Superstore	329.04	414.97	363.18	655,535	655,535
General Office Building	795.08	180.40	57.14	1,938,824	1,938,824
Government (Civic Center)	26,907.74	0.00	0.00	59,353,300	59,353,300
Government Office Building	8,511.91	0.00	0.00	14,316,824	14,316,824
Hardware/Paint Store	95.24	95.24	95.24	168,092	168,092
High Turnover (Sit Down Restaurant)	2,717.00	2,964.53	3454.74	3,894,632	3,894,632
Industrial Park	11.86	8.94	4.36	41,256	41,256
Industrial Park	299.56	225.78	110.22	1,041,831	1,041,831
Industrial Park	362.31	273.08	133.31	1,260,066	1,260,066
Manufacturing	41.11	67.15	53.24	206,189	206,189
Office Park	470.59	69.72	32.31	1,184,918	1,184,918
Place of Worship	36.49	31.45	145.06	109,364	109,364
Place of Worship	1,121.87	966.91	4460.03	3,362,582	3,362,582

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	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Racquet Club	237.11	360.82	294.06	536,149	536,149
Regional Shopping Center	11,450.71	13,989.58	6400.26	23,990,074	23,990,074
Single Family Housing	33,663.04	34,019.64	30489.30	113,656,494	113,656,494
Strip Mall	11,767.85	11,162.46	5424.57	20,500,808	20,500,808
Supermarket	285.10	474.25	444.47	441,878	441,878
Unrefrigerated Warehouse-No Rail	340.12	340.12	340.12	1,457,649	1,457,649
Unrefrigerated Warehouse-No Rail	0.84	0.84	0.84	3,579	3,579
Total	110,763.44	73,342.37	57,703.91	268,164,220	268,164,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Bank (with Drive-Through)	16.60	8.40	6.90	6.60	74.40	19.00	27	26	47
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	45	40	15
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
Free-Standing Discount	16.60	8.40	6.90	13.20	67.80	19.00	47.5	35.5	17
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Government (Civic Center)	16.60	8.40	6.90	75.00	20.00	5.00	50	34	16
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Hardware/Paint Store	16.60	8.40	6.90	13.60	67.40	19.00	45	29	26
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

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	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Bank (with Drive-Through)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Convenience Market with Gas Pumps	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Discount Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Elementary School	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Free-Standing Discount Superstore	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
General Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government (Civic Center)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Government Office Building	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Hardware/Paint Store	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
High Turnover (Sit Down Restaurant)	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Industrial Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Manufacturing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Office Park	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Place of Worship	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Racquet Club	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Regional Shopping Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Single Family Housing	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Strip Mall	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Supermarket	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Unrefrigerated Warehouse-No Rail	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,825.2495	10,825.2495	0.9137	0.1108	10,881.0951
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,825.2495	10,825.2495	0.9137	0.1108	10,881.0951
NaturalGas Mitigated	0.6437	5.5862	2.9649	0.0351		0.4448	0.4448		0.4448	0.4448	0.0000	6,370.8241	6,370.8241	0.1221	0.1168	6,408.6827
NaturalGas Unmitigated	0.6437	5.5862	2.9649	0.0351		0.4448	0.4448		0.4448	0.4448	0.0000	6,370.8241	6,370.8241	0.1221	0.1168	6,408.6827

5.2 Energy by Land Use - NaturalGas

Unmitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	862224	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	46.0115	46.0115	8.8000e-004	8.4000e-004	46.2850
Bank (with Drive-Through)	80820	4.4000e-004	3.9600e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3129	4.3129	8.0000e-005	8.0000e-005	4.3385
Convenience Market with Gas Pumps	5753.9	3.0000e-005	2.8000e-004	2.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3071	0.3071	1.0000e-005	1.0000e-005	0.3089
Discount Club	120248	6.5000e-004	5.8900e-003	4.9500e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4169	6.4169	1.2000e-004	1.2000e-004	6.4550
Elementary School	1.83718e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8400e-003	6.8400e-003		6.8400e-003	6.8400e-003	0.0000	98.0389	98.0389	1.8800e-003	1.8000e-003	98.6215
Elementary School	509520	2.7500e-003	0.0250	0.0210	1.5000e-004		1.9000e-003	1.9000e-003		1.9000e-003	1.9000e-003	0.0000	27.1899	27.1899	5.2000e-004	5.0000e-004	27.3515
Free-Standing Discount Superstore	10577.1	6.0000e-005	5.2000e-004	4.4000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5644	0.5644	1.0000e-005	1.0000e-005	0.5678
General Office Building	841585	4.5400e-003	0.0413	0.0347	2.5000e-004		3.1400e-003	3.1400e-003		3.1400e-003	3.1400e-003	0.0000	44.9102	44.9102	8.6000e-004	8.2000e-004	45.1770
Government (Civic Center)	8.16415e+006	0.0440	0.4002	0.3362	2.4000e-003		0.0304	0.0304		0.0304	0.0304	0.0000	435.6701	435.6701	8.3500e-003	7.9900e-003	438.2590
Government Office Building	3.88481e+006	0.0210	0.1904	0.1600	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.3082	207.3082	3.9700e-003	3.8000e-003	208.5401
Hardware/Paint Store	16984.6	9.0000e-005	8.3000e-004	7.0000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.9064	0.9064	2.0000e-005	2.0000e-005	0.9118
High Turnover (Sit Down Restaurant)	5.57882e+006	0.0301	0.2735	0.2297	1.6400e-003		0.0208	0.0208		0.0208	0.0208	0.0000	297.7072	297.7072	5.7100e-003	5.4600e-003	299.4764
Industrial Park	1.10845e+006	5.9800e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	59.1510	59.1510	1.1300e-003	1.0800e-003	59.5026
Industrial Park	36311.8	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9377	1.9377	4.0000e-005	4.0000e-005	1.9493
Industrial Park	916446	4.9400e-003	0.0449	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003	0.0000	48.9050	48.9050	9.4000e-004	9.0000e-004	49.1956
Manufacturing	187844	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0241	10.0241	1.9000e-004	1.8000e-004	10.0836
Office Park	411903	2.2200e-003	0.0202	0.0170	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003	0.0000	21.9807	21.9807	4.2000e-004	4.0000e-004	22.1113
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	2.89909e+006	0.0156	0.1421	0.1194	8.5000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	154.7062	154.7062	2.9700e-003	2.8400e-003	155.6256

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	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Racquet Club	303524	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1972	16.1972	3.1000e-004	3.0000e-004	16.2935
Regional Shopping Center	494425	2.6700e-003	0.0242	0.0204	1.5000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	26.3844	26.3844	5.1000e-004	4.8000e-004	26.5412
Single Family Housing	9.04541e+007	0.4877	4.1680	1.7736	0.0266		0.3370	0.3370		0.3370	0.3370	0.0000	4,826.9764	4,826.9764	0.0925	0.0885	4,855.6607
Strip Mall	432794	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.0956	23.0956	4.4000e-004	4.2000e-004	23.2328
Supermarket	58642.6	3.2000e-004	2.8700e-003	2.4100e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1294	3.1294	6.0000e-005	6.0000e-005	3.1480
Unrefrigerated Warehouse-No Rail	168105	9.1000e-004	8.2400e-003	6.9200e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	8.9707	8.9707	1.7000e-004	1.6000e-004	9.0240
Unrefrigerated Warehouse-No Rail	412.8	0.0000	2.0000e-005	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0220	0.0220	0.0000	0.0000	0.0222
Total		**0.6438**	**5.5861**	**2.9649**	**0.0351**		**0.4448**	**0.4448**		**0.4448**	**0.4448**	**0.0000**	**6,370.8241**	**6,370.8241**	**0.1221**	**0.1168**	**6,408.6827**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	862224	4.6500e-003	0.0423	0.0355	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	46.0115	46.0115	8.8000e-004	8.4000e-004	46.2850
Bank (with Drive-Through)	80820	4.4000e-004	3.9600e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3129	4.3129	8.0000e-005	8.0000e-005	4.3385
Convenience Market with Gas Pumps	5753.9	3.0000e-005	2.8000e-004	2.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3071	0.3071	1.0000e-005	1.0000e-005	0.3089
Discount Club	120248	6.5000e-004	5.8900e-003	4.9500e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4169	6.4169	1.2000e-004	1.2000e-004	6.4550

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	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	1.83718e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8400e-003	6.8400e-003		6.8400e-003	6.8400e-003	0.0000	98.0389	98.0389	1.8800e-003	1.8000e-003	98.6215
Elementary School	509520	2.7500e-003	0.0250	0.0210	1.5000e-004		1.9000e-003	1.9000e-003		1.9000e-003	1.9000e-003	0.0000	27.1899	27.1899	5.2000e-004	5.0000e-004	27.3515
Free-Standing Discount Superstore	10577.1	6.0000e-005	5.2000e-004	4.4000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5644	0.5644	1.0000e-005	1.0000e-005	0.5678
General Office Building	841585	4.5400e-003	0.0413	0.0347	2.5000e-004		3.1400e-003	3.1400e-003		3.1400e-003	3.1400e-003	0.0000	44.9102	44.9102	8.6000e-004	8.2000e-004	45.1770
Government (Civic Center)	8.16415e+006	0.0440	0.4002	0.3362	2.4000e-003		0.0304	0.0304		0.0304	0.0304	0.0000	435.6701	435.6701	8.3500e-003	7.9900e-003	438.2590
Government Office Building	3.88481e+006	0.0210	0.1904	0.1600	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.3082	207.3082	3.9700e-003	3.8000e-003	208.5401
Hardware/Paint Store	16984.6	9.0000e-005	8.3000e-004	7.0000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.9064	0.9064	2.0000e-005	2.0000e-005	0.9118
High Turnover (Sit Down Restaurant)	5.57882e+006	0.0301	0.2735	0.2297	1.6400e-003		0.0208	0.0208		0.0208	0.0208	0.0000	297.7072	297.7072	5.7100e-003	5.4600e-003	299.4764
Industrial Park	1.10845e+006	5.9800e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	59.1510	59.1510	1.1300e-003	1.0800e-003	59.5026
Industrial Park	36311.8	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9377	1.9377	4.0000e-005	4.0000e-005	1.9493
Industrial Park	916446	4.9400e-003	0.0449	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003	0.0000	48.9050	48.9050	9.4000e-004	9.0000e-004	49.1956
Manufacturing	187844	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0241	10.0241	1.9000e-004	1.8000e-004	10.0836
Office Park	411903	2.2200e-003	0.0202	0.0170	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003	0.0000	21.9807	21.9807	4.2000e-004	4.0000e-004	22.1113
Place of Worship	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Place of Worship	2.89909e+006	0.0156	0.1421	0.1194	8.5000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	154.7062	154.7062	2.9700e-003	2.8400e-003	155.6256
Racquet Club	303524	1.6400e-003	0.0149	0.0125	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1972	16.1972	3.1000e-004	3.0000e-004	16.2935
Regional Shopping Center	494425	2.6700e-003	0.0242	0.0204	1.5000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	26.3844	26.3844	5.1000e-004	4.8000e-004	26.5412
Single Family Housing	9.04541e+007	0.4877	4.1680	1.7736	0.0266		0.3370	0.3370		0.3370	0.3370	0.0000	4,826.9764	4,826.9764	0.0925	0.0885	4,855.6607
Strip Mall	432794	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.0956	23.0956	4.4000e-004	4.2000e-004	23.2328

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Supermarket	58642.6	3.2000e-004	2.8700e-003	2.4100e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1294	3.1294	6.0000e-005	6.0000e-005	3.1480
Unrefrigerated Warehouse-No Rail	168105	9.1000e-004	8.2400e-003	6.9200e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	8.9707	8.9707	1.7000e-004	1.6000e-004	9.0240
Unrefrigerated Warehouse-No Rail	412.8	0.0000	2.0000e-005	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0220	0.0220	0.0000	0.0000	0.0222
Total		**0.6438**	**5.5861**	**2.9649**	**0.0351**		**0.4448**	**0.4448**		**0.4448**	**0.4448**	**0.0000**	**6,370.8241**	**6,370.8241**	**0.1221**	**0.1168**	**6,408.6827**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	521367	92.4621	7.8000e-003	9.5000e-004	92.9391
Bank (with Drive-Through)	48870	8.6669	7.3000e-004	9.0000e-005	8.7116
Convenience Market with Gas Pumps	46137.1	8.1822	6.9000e-004	8.0000e-005	8.2244
Discount Club	964200	170.9966	0.0144	1.7500e-003	171.8787
Elementary School	1.02283e+006	181.3950	0.0153	1.8600e-003	182.3308
Elementary School	283671	50.3078	4.2500e-003	5.1000e-004	50.5673
Free-Standing Discount Superstore	84811.2	15.0409	1.2700e-003	1.5000e-004	15.1185

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.02035e+006	180.9545	0.0153	1.8500e-003	181.8880
Government (Civic Center)	9.89834e+006	1,755.4261	0.1482	0.0180	1,764.4820
Government Office Building	4.71e+006	835.2975	0.0705	8.5500e-003	839.6067
Hardware/Paint Store	136189	24.1526	2.0400e-003	2.5000e-004	24.2772
High Turnover (Sit Down Restaurant)	1.04804e+006	185.8657	0.0157	1.9000e-003	186.8246
Industrial Park	1.11111e+006	197.0509	0.0166	2.0200e-003	198.0674
Industrial Park	1.3439e+006	238.3347	0.0201	2.4400e-003	239.5642
Industrial Park	44025	7.8076	6.6000e-004	8.0000e-005	7.8479
Manufacturing	113585	20.1438	1.7000e-003	2.1000e-004	20.2477
Office Park	575558	102.0727	8.6200e-003	1.0400e-003	102.5993
Place of Worship	0	0.0000	0.0000	0.0000	0.0000
Place of Worship	1.75301e+006	310.8886	0.0262	3.1800e-003	312.4924
Racquet Club	183534	32.5489	2.7500e-003	3.3000e-004	32.7169
Regional Shopping Center	3.9645e+006	703.0859	0.0593	7.1900e-003	706.7130
Single Family Housing	2.78473e+007	4,938.5858	0.4168	0.0505	4,964.0632
Strip Mall	3.47032e+006	615.4458	0.0520	6.3000e-003	618.6208
Supermarket	98342.5	17.4406	1.4700e-003	1.8000e-004	17.5306
Unrefrigerated Warehouse-No Rail	1838.4	0.3260	3.0000e-005	0.0000	0.3277

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	748654	132.7704	0.0112	1.3600e-003	133.4554
Total		**10,825.2495**	**0.9137**	**0.1108**	**10,881.0951**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	521367	92.4621	7.8000e-003	9.5000e-004	92.9391
Bank (with Drive-Through)	48870	8.6669	7.3000e-004	9.0000e-005	8.7116
Convenience Market with Gas Pumps	46137.1	8.1822	6.9000e-004	8.0000e-005	8.2244
Discount Club	964200	170.9966	0.0144	1.7500e-003	171.8787
Elementary School	1.02283e+006	181.3950	0.0153	1.8600e-003	182.3308
Elementary School	283671	50.3078	4.2500e-003	5.1000e-004	50.5673
Free-Standing Discount Superstore	84811.2	15.0409	1.2700e-003	1.5000e-004	15.1185
General Office Building	1.02035e+006	180.9545	0.0153	1.8500e-003	181.8880
Government (Civic Center)	9.89834e+006	1,755.4261	0.1482	0.0180	1,764.4820
Government Office Building	4.71e+006	835.2975	0.0705	8.5500e-003	839.6067

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hardware/Paint Store	136189	24.1526	2.0400e-003	2.5000e-004	24.2772
High Turnover (Sit Down Restaurant)	1.04804e+006	185.8657	0.0157	1.9000e-003	186.8246
Industrial Park	1.11111e+006	197.0509	0.0166	2.0200e-003	198.0674
Industrial Park	1.3439e+006	238.3347	0.0201	2.4400e-003	239.5642
Industrial Park	44025	7.8076	6.6000e-004	8.0000e-005	7.8479
Manufacturing	113585	20.1438	1.7000e-003	2.1000e-004	20.2477
Office Park	575558	102.0727	8.6200e-003	1.0400e-003	102.5993
Place of Worship	0	0.0000	0.0000	0.0000	0.0000
Place of Worship	1.75301e+006	310.8886	0.0262	3.1800e-003	312.4924
Racquet Club	183534	32.5489	2.7500e-003	3.3000e-004	32.7169
Regional Shopping Center	3.9645e+006	703.0859	0.0593	7.1900e-003	706.7130
Single Family Housing	2.78473e+007	4,938.5858	0.4168	0.0505	4,964.0632
Strip Mall	3.47032e+006	615.4458	0.0520	6.3000e-003	618.6208
Supermarket	98342.5	17.4406	1.4700e-003	1.8000e-004	17.5306
Unrefrigerated Warehouse-No Rail	1838.4	0.3260	3.0000e-005	0.0000	0.3277
Unrefrigerated Warehouse-No Rail	748654	132.7704	0.0112	1.3600e-003	133.4554
Total		**10,825.2495**	**0.9137**	**0.1108**	**10,881.0951**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	25.4489	0.4249	36.8510	1.9400e-003		0.2035	0.2035		0.2035	0.2035	0.0000	60.1421	60.1421	0.0581	0.0000	61.5956
Unmitigated	37.1291	1.3498	59.5197	0.0598		3.6086	3.6086		3.6086	3.6086	378.7772	788.0217	1,166.7989	1.1877	0.0257	1,204.1533

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3337					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	21.9998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	11.6803	0.9249	22.6687	0.0578		3.4050	3.4050		3.4050	3.4050	378.7772	727.8797	1,106.6569	1.1296	0.0257	1,142.5577
Landscaping	1.1153	0.4249	36.8510	1.9400e-003		0.2035	0.2035		0.2035	0.2035	0.0000	60.1421	60.1421	0.0581	0.0000	61.5956
Total	**37.1291**	**1.3498**	**59.5197**	**0.0598**		**3.6086**	**3.6086**		**3.6086**	**3.6086**	**378.7772**	**788.0217**	**1,166.7989**	**1.1877**	**0.0257**	**1,204.1533**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3337					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	21.9998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1153	0.4249	36.8510	1.9400e-003		0.2035	0.2035		0.2035	0.2035	0.0000	60.1421	60.1421	0.0581	0.0000	61.5956
Total	**25.4489**	**0.4249**	**36.8510**	**1.9400e-003**		**0.2035**	**0.2035**		**0.2035**	**0.2035**	**0.0000**	**60.1421**	**60.1421**	**0.0581**	**0.0000**	**61.5956**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,431.2338	21.5203	0.5265	3,126.1248
Unmitigated	2,431.2338	21.5203	0.5265	3,126.1248

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.51683 / 2.76838	17.3179	0.1485	3.6400e-003	22.1150
Bank (with Drive-Through)	0.178303 / 0.109283	0.6836	5.8600e-003	1.4000e-004	0.8730
Convenience Market with Gas Pumps	0.261476 / 0.160259	1.0025	8.6000e-003	2.1000e-004	1.2802
Discount Club	5.46433 / 3.34911	20.9507	0.1797	4.4000e-003	26.7541
Elementary School	6.59999 / 16.9714	50.7736	0.2192	5.5800e-003	57.9145
Free-Standing Discount Superstore	0.480731 / 0.294641	1.8432	0.0158	3.9000e-004	2.3537
General Office Building	14.5084 / 8.89225	55.6264	0.4771	0.0117	71.0350

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Government (Civic Center)	157.313 / 96.4174	603.1491	5.1727	0.1267	770.2230
Government Office Building	74.855 / 45.8789	286.9999	2.4614	0.0603	366.4996
Hardware/Paint Store	0.771836 / 0.473061	2.9593	0.0254	6.2000e-004	3.7790
High Turnover (Sit Down Restaurant)	7.35159 / 0.46925	20.2333	0.2411	5.8400e-003	28.0000
Industrial Park	46.2315 / 0	121.4257	1.5155	0.0367	170.2378
Manufacturing	2.41887 / 0	6.3531	0.0793	1.9200e-003	8.9070
Office Park	7.55546 / 4.63077	28.9682	0.2484	6.0900e-003	36.9925
Place of Worship	5.05066 / 7.89974	28.8303	0.1669	4.1600e-003	34.2432
Racquet Club	0.999519 / 0.612609	3.8322	0.0329	8.0000e-004	4.8938
Regional Shopping Center	22.4684 / 13.771	86.1457	0.7388	0.0181	110.0083
Single Family Housing	232.339 / 146.475	898.8327	7.6404	0.1872	1,145.6300
Strip Mall	19.6677 / 12.0544	75.4077	0.6467	0.0158	96.2958
Supermarket	0.329126 / 0.0101792	0.8845	0.0108	2.6000e-004	1.2321
Unrefrigerated Warehouse-No Rail	45.3134 / 0	119.0144	1.4854	0.0359	166.8572
Total		**2,431.2338**	**21.5203**	**0.5265**	**3,126.1248**

7.2 Water by Land Use

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.51683 / 2.76838	17.3179	0.1485	3.6400e-003	22.1150
Bank (with Drive-Through)	0.178303 / 0.109283	0.6836	5.8600e-003	1.4000e-004	0.8730
Convenience Market with Gas Pumps	0.261476 / 0.160259	1.0025	8.6000e-003	2.1000e-004	1.2802
Discount Club	5.46433 / 3.34911	20.9507	0.1797	4.4000e-003	26.7541
Elementary School	6.59999 / 16.9714	50.7736	0.2192	5.5800e-003	57.9145
Free-Standing Discount Superstore	0.480731 / 0.294641	1.8432	0.0158	3.9000e-004	2.3537
General Office Building	14.5084 / 8.89225	55.6264	0.4771	0.0117	71.0350
Government (Civic Center)	157.313 / 96.4174	603.1491	5.1727	0.1267	770.2230
Government Office Building	74.855 / 45.8789	286.9999	2.4614	0.0603	366.4996
Hardware/Paint Store	0.771836 / 0.473061	2.9593	0.0254	6.2000e-004	3.7790
High Turnover (Sit Down Restaurant)	7.35159 / 0.46925	20.2333	0.2411	5.8400e-003	28.0000
Industrial Park	46.2315 / 0	121.4257	1.5155	0.0367	170.2378
Manufacturing	2.41887 / 0	6.3531	0.0793	1.9200e-003	8.9070
Office Park	7.55546 / 4.63077	28.9682	0.2484	6.0900e-003	36.9925
Place of Worship	5.05066 / 7.89974	28.8303	0.1669	4.1600e-003	34.2432
Racquet Club	0.999519 / 0.612609	3.8322	0.0329	8.0000e-004	4.8938
Regional Shopping Center	22.4684 / 13.771	86.1457	0.7388	0.0181	110.0083
Single Family Housing	232.339 / 146.475	898.8327	7.6404	0.1872	1,145.6300

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	19.6677 / 12.0544	75.4077	0.6467	0.0158	96.2958
Supermarket	0.329126 / 0.0101792	0.8845	0.0108	2.6000e-004	1.2321
Unrefrigerated Warehouse-No Rail	45.3134 / 0	119.0144	1.4854	0.0359	166.8572
Total		**2,431.2338**	**21.5203**	**0.5265**	**3,126.1248**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2,532.9212	149.6914	0.0000	6,275.2052
Unmitigated	2,532.9212	149.6914	0.0000	6,275.2052

8.2 Waste by Land Use

Unmitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	183.4	37.2285	2.2001	0.0000	92.2321
Bank (with Drive-Through)	4.2	0.8526	0.0504	0.0000	2.1122
Convenience Market with Gas Pumps	10.61	2.1537	0.1273	0.0000	5.3358
Discount Club	317.26	64.4009	3.8060	0.0000	159.5505
Elementary School	295.89	60.0630	3.5496	0.0000	148.8035
Free-Standing Discount Superstore	27.91	5.6655	0.3348	0.0000	14.0360
General Office Building	75.92	15.4111	0.9108	0.0000	38.1803
Government (Civic Center)	4513.66	916.2322	54.1478	0.0000	2,269.9265
Government Office Building	350.42	71.1321	4.2038	0.0000	176.2268
Hardware/Paint Store	115.55	23.4556	1.3862	0.0000	58.1103
High Turnover (Sit Down Restaurant)	288.22	58.5061	3.4576	0.0000	144.9463
Industrial Park	247.9	50.3215	2.9739	0.0000	124.6693
Manufacturing	12.97	2.6328	0.1556	0.0000	6.5226
Office Park	39.53	8.0242	0.4742	0.0000	19.8797
Place of Worship	920.09	186.7700	11.0378	0.0000	462.7147
Racquet Club	96.33	19.5541	1.1556	0.0000	48.4445
Regional Shopping Center	318.5	64.6526	3.8209	0.0000	160.1741
Single Family Housing	4181.59	848.8250	50.1641	0.0000	2,102.9280

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	278.8	56.5939	3.3446	0.0000	140.2089
Supermarket	15.06	3.0570	0.1807	0.0000	7.5737
Unrefrigerated Warehouse-No Rail	184.19	37.3889	2.2096	0.0000	92.6294
Total		**2,532.9212**	**149.6914**	**0.0000**	**6,275.2052**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	183.4	37.2285	2.2001	0.0000	92.2321
Bank (with Drive-Through)	4.2	0.8526	0.0504	0.0000	2.1122
Convenience Market with Gas Pumps	10.61	2.1537	0.1273	0.0000	5.3358
Discount Club	317.26	64.4009	3.8060	0.0000	159.5505
Elementary School	295.89	60.0630	3.5496	0.0000	148.8035
Free-Standing Discount Superstore	27.91	5.6655	0.3348	0.0000	14.0360
General Office Building	75.92	15.4111	0.9108	0.0000	38.1803
Government (Civic Center)	4513.66	916.2322	54.1478	0.0000	2,269.9265

Compton Station Specific Plan Area - Existing - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Government Office Building	350.42	71.1321	4.2038	0.0000	176.2268
Hardware/Paint Store	115.55	23.4556	1.3862	0.0000	58.1103
High Turnover (Sit Down Restaurant)	288.22	58.5061	3.4576	0.0000	144.9463
Industrial Park	247.9	50.3215	2.9739	0.0000	124.6693
Manufacturing	12.97	2.6328	0.1556	0.0000	6.5226
Office Park	39.53	8.0242	0.4742	0.0000	19.8797
Place of Worship	920.09	186.7700	11.0378	0.0000	462.7147
Racquet Club	96.33	19.5541	1.1556	0.0000	48.4445
Regional Shopping Center	318.5	64.6526	3.8209	0.0000	160.1741
Single Family Housing	4181.59	848.8250	50.1641	0.0000	2,102.9280
Strip Mall	278.8	56.5939	3.3446	0.0000	140.2089
Supermarket	15.06	3.0570	0.1807	0.0000	7.5737
Unrefrigerated Warehouse-No Rail	184.19	37.3889	2.2096	0.0000	92.6294
Total		**2,532.9212**	**149.6914**	**0.0000**	**6,275.2052**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Compton TOD Specific Plan

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	150.00	Room	5.00	90,000.00	0
General Office Building	97.00	1000sqft	2.23	97,000.00	0
Apartments Mid Rise	2,178.00	Dwelling Unit	57.32	2,178,000.00	9236

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Compton TOD Specific Plan.

Construction Phase - Assumes construction of Specific Plan would be built out in 30 months.

Grading - assumes 50,000 cy soil export

Demolition - assumes 100,000 sf of demolition.

Architectural Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Vehicle Trips - vehicle trip lengths adjusted to reflect Specific Plan VMT analysis.

Area Coating - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Construction Off-road Equipment Mitigation -

Area Mitigation - Specific Plan would be consistent with SCAQMD Rule 1113 (Architectural Coatings).

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	75.00	262.00
tblConstructionPhase	NumDays	1,110.00	396.00
tblConstructionPhase	NumDays	70.00	132.00
tblConstructionPhase	NumDays	110.00	132.00
tblConstructionPhase	NumDays	75.00	135.00
tblConstructionPhase	PhaseEndDate	9/3/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	2/5/2027	7/12/2024
tblConstructionPhase	PhaseEndDate	4/8/2022	7/5/2022
tblConstructionPhase	PhaseEndDate	11/4/2022	1/5/2023
tblConstructionPhase	PhaseEndDate	5/21/2027	7/12/2024
tblConstructionPhase	PhaseStartDate	5/22/2027	7/13/2023
tblConstructionPhase	PhaseStartDate	11/5/2022	1/6/2023
tblConstructionPhase	PhaseStartDate	6/4/2022	7/6/2022
tblConstructionPhase	PhaseStartDate	2/6/2027	1/6/2024
tblGrading	AcresOfGrading	396.00	330.00
tblGrading	MaterialExported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	217,800.00	90,000.00
tblLandUse	Population	6,229.00	9,236.00
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TL	8.40	12.40
tblVehicleTrips	CC_TTP	48.00	100.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CC_TTP	61.60	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	19.40	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	12.40
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00

2.0 Emissions Summary

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.4290	4.7662	3.4306	8.7800e-003	0.6934	0.1909	0.8842	0.2606	0.1766	0.4372	0.0000	795.1705	795.1705	0.1872	0.0325	809.5307
2023	4.3614	3.9381	10.5981	0.0319	2.9188	0.1188	3.0376	0.7556	0.1118	0.8674	0.0000	2,967.8948	2,967.8948	0.1491	0.1411	3,013.6623
2024	4.4856	2.7243	6.9244	0.0198	1.6336	0.0914	1.7250	0.4366	0.0854	0.5220	0.0000	1,843.0606	1,843.0606	0.1234	0.0767	1,869.0100
Maximum	**4.4856**	**4.7662**	**10.5981**	**0.0319**	**2.9188**	**0.1909**	**3.0376**	**0.7556**	**0.1766**	**0.8674**	**0.0000**	**2,967.8948**	**2,967.8948**	**0.1872**	**0.1411**	**3,013.6623**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.4290	4.7662	3.4306	8.7800e-003	0.3565	0.1909	0.5474	0.1294	0.1766	0.3059	0.0000	795.1699	795.1699	0.1872	0.0325	809.5300
2023	4.3614	3.9381	10.5981	0.0319	2.8143	0.1188	2.9331	0.7414	0.1118	0.8532	0.0000	2,967.8944	2,967.8944	0.1491	0.1411	3,013.6620
2024	4.4856	2.7243	6.9244	0.0198	1.6336	0.0914	1.7250	0.4366	0.0854	0.5220	0.0000	1,843.0602	1,843.0602	0.1234	0.0767	1,869.0097
Maximum	**4.4856**	**4.7662**	**10.5981**	**0.0319**	**2.8143**	**0.1909**	**2.9331**	**0.7414**	**0.1766**	**0.8532**	**0.0000**	**2,967.8944**	**2,967.8944**	**0.1872**	**0.1411**	**3,013.6620**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**8.41**	**0.00**	**7.81**	**10.02**	**0.00**	**7.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.9345	0.9345
2	**4-3-2022**	**7-2-2022**	0.9439	0.9439
3	**7-3-2022**	**10-2-2022**	1.6448	1.6448
4	**10-3-2022**	**1-2-2023**	1.6739	1.6739
5	**1-3-2023**	**4-2-2023**	1.1805	1.1805
6	**4-3-2023**	**7-2-2023**	1.1457	1.1457
7	**7-3-2023**	**10-2-2023**	2.8753	2.8753
8	**10-3-2023**	**1-2-2024**	3.1278	3.1278
9	**1-3-2024**	**4-2-2024**	3.3596	3.3596
10	**4-3-2024**	**7-2-2024**	3.3284	3.3284
11	**7-3-2024**	**9-30-2024**	0.3658	0.3658
		Highest	3.3596	3.3596

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	17.0737	0.8230	36.2108	0.0365		2.2042	2.2042		2.2042	2.2042	231.3451	481.2616	712.6067	0.7249	0.0157	735.4073
Energy	0.1228	1.0583	0.5141	6.7000e-003		0.0848	0.0848		0.0848	0.0848	0.0000	3,026.1748	3,026.1748	0.1762	0.0408	3,042.7384
Mobile	6.8499	6.8192	72.2367	0.1608	22.3622	0.0810	22.4432	5.9687	0.0756	6.0442	0.0000	16,277.4871	16,277.4871	1.0532	0.6358	16,493.2789
Waste						0.0000	0.0000		0.0000	0.0000	238.3561	0.0000	238.3561	14.0864	0.0000	590.5170
Water						0.0000	0.0000		0.0000	0.0000	51.6967	574.2088	625.9055	5.3582	0.1313	798.9731
Total	**24.0464**	**8.7005**	**108.9616**	**0.2040**	**22.3622**	**2.3701**	**24.7322**	**5.9687**	**2.3646**	**8.3333**	**521.3979**	**20,359.1323**	**20,880.5302**	**21.3989**	**0.8235**	**21,660.9148**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.9874	0.6646	22.5384	3.7800e-003		0.1574	0.1574		0.1574	0.1574	0.0000	507.4126	507.4126	0.0440	8.6300e-003	511.0832
Energy	0.1228	1.0583	0.5141	6.7000e-003		0.0848	0.0848		0.0848	0.0848	0.0000	3,026.1748	3,026.1748	0.1762	0.0408	3,042.7384
Mobile	6.8499	6.8192	72.2367	0.1608	22.3622	0.0810	22.4432	5.9687	0.0756	6.0442	0.0000	16,277.4871	16,277.4871	1.0532	0.6358	16,493.2789
Waste						0.0000	0.0000		0.0000	0.0000	238.3561	0.0000	238.3561	14.0864	0.0000	590.5170
Water						0.0000	0.0000		0.0000	0.0000	51.6967	574.2088	625.9055	5.3582	0.1313	798.9731
Total	**16.9600**	**8.5421**	**95.2892**	**0.1713**	**22.3622**	**0.3233**	**22.6854**	**5.9687**	**0.3178**	**6.2865**	**290.0528**	**20,385.2832**	**20,675.3360**	**20.7180**	**0.8165**	**21,436.5907**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**29.47**	**1.82**	**12.55**	**16.05**	**0.00**	**86.36**	**8.28**	**0.00**	**86.56**	**24.56**	**44.37**	**-0.13**	**0.98**	**3.18**	**0.86**	**1.04**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	7/5/2022	5	132	
2	Grading	Grading	7/6/2022	1/5/2023	5	132	
3	Building Construction	Building Construction	1/6/2023	7/12/2024	5	396	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	1/6/2024	7/12/2024	5	135	
5	Architectural Coating	Architectural Coating	7/13/2023	7/12/2024	5	262	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 4,410,450; Residential Outdoor: 1,470,150; Non-Residential Indoor: 280,500; Non-Residential Outdoor: 93,500; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	455.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	6,250.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,637.00	263.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	327.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0492	0.0000	0.0492	7.4500e-003	0.0000	7.4500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1742	1.6975	1.3592	2.5600e-003		0.0820	0.0820		0.0763	0.0763	0.0000	224.3355	224.3355	0.0630	0.0000	225.9108
Total	**0.1742**	**1.6975**	**1.3592**	**2.5600e-003**	**0.0492**	**0.0820**	**0.1312**	**7.4500e-003**	**0.0763**	**0.0837**	**0.0000**	**224.3355**	**224.3355**	**0.0630**	**0.0000**	**225.9108**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0500e-003	0.0402	8.9700e-003	1.4000e-004	3.9100e-003	2.8000e-004	4.2000e-003	1.0800e-003	2.7000e-004	1.3500e-003	0.0000	14.0519	14.0519	7.5000e-004	2.2300e-003	14.7350
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3900e-003	2.8300e-003	0.0368	1.0000e-004	0.0109	7.0000e-005	0.0109	2.8800e-003	7.0000e-005	2.9500e-003	0.0000	8.9800	8.9800	2.6000e-004	2.4000e-004	9.0591
Total	**4.4400e-003**	**0.0431**	**0.0457**	**2.4000e-004**	**0.0148**	**3.5000e-004**	**0.0151**	**3.9600e-003**	**3.4000e-004**	**4.3000e-003**	**0.0000**	**23.0319**	**23.0319**	**1.0100e-003**	**2.4700e-003**	**23.7940**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0222	0.0000	0.0222	3.3500e-003	0.0000	3.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1742	1.6975	1.3592	2.5600e-003		0.0820	0.0820		0.0763	0.0763	0.0000	224.3352	224.3352	0.0630	0.0000	225.9106
Total	**0.1742**	**1.6975**	**1.3592**	**2.5600e-003**	**0.0222**	**0.0820**	**0.1042**	**3.3500e-003**	**0.0763**	**0.0796**	**0.0000**	**224.3352**	**224.3352**	**0.0630**	**0.0000**	**225.9106**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0500e-003	0.0402	8.9700e-003	1.4000e-004	3.9100e-003	2.8000e-004	4.2000e-003	1.0800e-003	2.7000e-004	1.3500e-003	0.0000	14.0519	14.0519	7.5000e-004	2.2300e-003	14.7350
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3900e-003	2.8300e-003	0.0368	1.0000e-004	0.0109	7.0000e-005	0.0109	2.8800e-003	7.0000e-005	2.9500e-003	0.0000	8.9800	8.9800	2.6000e-004	2.4000e-004	9.0591
Total	**4.4400e-003**	**0.0431**	**0.0457**	**2.4000e-004**	**0.0148**	**3.5000e-004**	**0.0151**	**3.9600e-003**	**3.4000e-004**	**4.3000e-003**	**0.0000**	**23.0319**	**23.0319**	**1.0100e-003**	**2.4700e-003**	**23.7940**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5632	0.0000	0.5632	0.2312	0.0000	0.2312	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2320	2.4860	1.8587	3.9700e-003		0.1046	0.1046		0.0963	0.0963	0.0000	349.0214	349.0214	0.1129	0.0000	351.8435
Total	**0.2320**	**2.4860**	**1.8587**	**3.9700e-003**	**0.5632**	**0.1046**	**0.6679**	**0.2312**	**0.0963**	**0.3274**	**0.0000**	**349.0214**	**349.0214**	**0.1129**	**0.0000**	**351.8435**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0140	0.5360	0.1195	1.8800e-003	0.0521	3.7800e-003	0.0559	0.0143	3.6200e-003	0.0179	0.0000	187.1712	187.1712	9.9300e-003	0.0297	196.2697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3900e-003	3.6500e-003	0.0475	1.3000e-004	0.0140	9.0000e-005	0.0141	3.7300e-003	8.0000e-005	3.8100e-003	0.0000	11.6105	11.6105	3.3000e-004	3.2000e-004	11.7127
Total	**0.0184**	**0.5397**	**0.1670**	**2.0100e-003**	**0.0662**	**3.8700e-003**	**0.0700**	**0.0181**	**3.7000e-003**	**0.0218**	**0.0000**	**198.7817**	**198.7817**	**0.0103**	**0.0300**	**207.9824**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2535	0.0000	0.2535	0.1040	0.0000	0.1040	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2320	2.4860	1.8587	3.9700e-003		0.1046	0.1046		0.0963	0.0963	0.0000	349.0210	349.0210	0.1129	0.0000	351.8430
Total	**0.2320**	**2.4860**	**1.8587**	**3.9700e-003**	**0.2535**	**0.1046**	**0.3581**	**0.1040**	**0.0963**	**0.2003**	**0.0000**	**349.0210**	**349.0210**	**0.1129**	**0.0000**	**351.8430**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0140	0.5360	0.1195	1.8800e-003	0.0521	3.7800e-003	0.0559	0.0143	3.6200e-003	0.0179	0.0000	187.1712	187.1712	9.9300e-003	0.0297	196.2697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3900e-003	3.6500e-003	0.0475	1.3000e-004	0.0140	9.0000e-005	0.0141	3.7300e-003	8.0000e-005	3.8100e-003	0.0000	11.6105	11.6105	3.3000e-004	3.2000e-004	11.7127
Total	**0.0184**	**0.5397**	**0.1670**	**2.0100e-003**	**0.0662**	**3.8700e-003**	**0.0700**	**0.0181**	**3.7000e-003**	**0.0218**	**0.0000**	**198.7817**	**198.7817**	**0.0103**	**0.0300**	**207.9824**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1899	0.0000	0.1899	0.0259	0.0000	0.0259	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6400e-003	0.0690	0.0561	1.2000e-004		2.8500e-003	2.8500e-003		2.6200e-003	2.6200e-003	0.0000	10.9070	10.9070	3.5300e-003	0.0000	10.9952
Total	**6.6400e-003**	**0.0690**	**0.0561**	**1.2000e-004**	**0.1899**	**2.8500e-003**	**0.1927**	**0.0259**	**2.6200e-003**	**0.0286**	**0.0000**	**10.9070**	**10.9070**	**3.5300e-003**	**0.0000**	**10.9952**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0130	3.3200e-003	6.0000e-005	1.6300e-003	8.0000e-005	1.7100e-003	4.5000e-004	7.0000e-005	5.2000e-004	0.0000	5.5234	5.5234	3.0000e-004	8.8000e-004	5.7924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.3700e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3533	0.3533	1.0000e-005	1.0000e-005	0.3562
Total	**3.3000e-004**	**0.0131**	**4.6900e-003**	**6.0000e-005**	**2.0700e-003**	**8.0000e-005**	**2.1500e-003**	**5.7000e-004**	**7.0000e-005**	**6.4000e-004**	**0.0000**	**5.8767**	**5.8767**	**3.1000e-004**	**8.9000e-004**	**6.1486**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0854	0.0000	0.0854	0.0117	0.0000	0.0117	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6400e-003	0.0690	0.0561	1.2000e-004		2.8500e-003	2.8500e-003		2.6200e-003	2.6200e-003	0.0000	10.9070	10.9070	3.5300e-003	0.0000	10.9952
Total	**6.6400e-003**	**0.0690**	**0.0561**	**1.2000e-004**	**0.0854**	**2.8500e-003**	**0.0883**	**0.0117**	**2.6200e-003**	**0.0143**	**0.0000**	**10.9070**	**10.9070**	**3.5300e-003**	**0.0000**	**10.9952**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-004	0.0130	3.3200e-003	6.0000e-005	1.6300e-003	8.0000e-005	1.7100e-003	4.5000e-004	7.0000e-005	5.2000e-004	0.0000	5.5234	5.5234	3.0000e-004	8.8000e-004	5.7924
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.3700e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3533	0.3533	1.0000e-005	1.0000e-005	0.3562
Total	**3.3000e-004**	**0.0131**	**4.6900e-003**	**6.0000e-005**	**2.0700e-003**	**8.0000e-005**	**2.1500e-003**	**5.7000e-004**	**7.0000e-005**	**6.4000e-004**	**0.0000**	**5.8767**	**5.8767**	**3.1000e-004**	**8.9000e-004**	**6.1486**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2013	1.8413	2.0792	3.4500e-003		0.0896	0.0896		0.0843	0.0843	0.0000	296.7101	296.7101	0.0706	0.0000	298.4746
Total	**0.2013**	**1.8413**	**2.0792**	**3.4500e-003**		**0.0896**	**0.0896**		**0.0843**	**0.0843**	**0.0000**	**296.7101**	**296.7101**	**0.0706**	**0.0000**	**298.4746**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.3567	0.5078	6.2700e-003	0.2122	6.5100e-003	0.2187	0.0612	6.2300e-003	0.0675	0.0000	612.0864	612.0864	0.0205	0.0881	638.8481
Worker	0.6653	0.5282	7.1583	0.0199	2.2961	0.0141	2.3102	0.6098	0.0130	0.6229	0.0000	1,850.5726	1,850.5726	0.0486	0.0476	1,865.9652
Total	**0.7033**	**1.8849**	**7.6661**	**0.0262**	**2.5083**	**0.0206**	**2.5289**	**0.6711**	**0.0192**	**0.6903**	**0.0000**	**2,462.6590**	**2,462.6590**	**0.0691**	**0.1357**	**2,504.8132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2013	1.8413	2.0792	3.4500e-003		0.0896	0.0896		0.0843	0.0843	0.0000	296.7097	296.7097	0.0706	0.0000	298.4743
Total	**0.2013**	**1.8413**	**2.0792**	**3.4500e-003**		**0.0896**	**0.0896**		**0.0843**	**0.0843**	**0.0000**	**296.7097**	**296.7097**	**0.0706**	**0.0000**	**298.4743**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0380	1.3567	0.5078	6.2700e-003	0.2122	6.5100e-003	0.2187	0.0612	6.2300e-003	0.0675	0.0000	612.0864	612.0864	0.0205	0.0881	638.8481
Worker	0.6653	0.5282	7.1583	0.0199	2.2961	0.0141	2.3102	0.6098	0.0130	0.6229	0.0000	1,850.5726	1,850.5726	0.0486	0.0476	1,865.9652
Total	**0.7033**	**1.8849**	**7.6661**	**0.0262**	**2.5083**	**0.0206**	**2.5289**	**0.6711**	**0.0192**	**0.6903**	**0.0000**	**2,462.6590**	**2,462.6590**	**0.0691**	**0.1357**	**2,504.8132**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1030	0.9411	1.1317	1.8900e-003		0.0429	0.0429		0.0404	0.0404	0.0000	162.2944	162.2944	0.0384	0.0000	163.2538
Total	**0.1030**	**0.9411**	**1.1317**	**1.8900e-003**		**0.0429**	**0.0429**		**0.0404**	**0.0404**	**0.0000**	**162.2944**	**162.2944**	**0.0384**	**0.0000**	**163.2538**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0201	0.7434	0.2719	3.3700e-003	0.1160	3.5800e-003	0.1196	0.0335	3.4300e-003	0.0369	0.0000	329.7126	329.7126	0.0112	0.0475	344.1473
Worker	0.3395	0.2578	3.6464	0.0106	1.2557	7.4100e-003	1.2631	0.3335	6.8200e-003	0.3403	0.0000	991.2380	991.2380	0.0241	0.0242	999.0464
Total	**0.3597**	**1.0013**	**3.9182**	**0.0140**	**1.3717**	**0.0110**	**1.3827**	**0.3670**	**0.0103**	**0.3773**	**0.0000**	**1,320.9505**	**1,320.9505**	**0.0353**	**0.0717**	**1,343.1936**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1030	0.9411	1.1317	1.8900e-003		0.0429	0.0429		0.0404	0.0404	0.0000	162.2942	162.2942	0.0384	0.0000	163.2536
Total	**0.1030**	**0.9411**	**1.1317**	**1.8900e-003**		**0.0429**	**0.0429**		**0.0404**	**0.0404**	**0.0000**	**162.2942**	**162.2942**	**0.0384**	**0.0000**	**163.2536**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0201	0.7434	0.2719	3.3700e-003	0.1160	3.5800e-003	0.1196	0.0335	3.4300e-003	0.0369	0.0000	329.7126	329.7126	0.0112	0.0475	344.1473
Worker	0.3395	0.2578	3.6464	0.0106	1.2557	7.4100e-003	1.2631	0.3335	6.8200e-003	0.3403	0.0000	991.2380	991.2380	0.0241	0.0242	999.0464
Total	**0.3597**	**1.0013**	**3.9182**	**0.0140**	**1.3717**	**0.0110**	**1.3827**	**0.3670**	**0.0103**	**0.3773**	**0.0000**	**1,320.9505**	**1,320.9505**	**0.0353**	**0.0717**	**1,343.1936**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0667	0.6429	0.9872	1.5400e-003		0.0316	0.0316		0.0291	0.0291	0.0000	135.1791	135.1791	0.0437	0.0000	136.2721
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0667**	**0.6429**	**0.9872**	**1.5400e-003**		**0.0316**	**0.0316**		**0.0291**	**0.0291**	**0.0000**	**135.1791**	**135.1791**	**0.0437**	**0.0000**	**136.2721**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-003	2.2800e-003	0.0322	9.0000e-005	0.0111	7.0000e-005	0.0112	2.9500e-003	6.0000e-005	3.0100e-003	0.0000	8.7584	8.7584	2.1000e-004	2.1000e-004	8.8274
Total	**3.0000e-003**	**2.2800e-003**	**0.0322**	**9.0000e-005**	**0.0111**	**7.0000e-005**	**0.0112**	**2.9500e-003**	**6.0000e-005**	**3.0100e-003**	**0.0000**	**8.7584**	**8.7584**	**2.1000e-004**	**2.1000e-004**	**8.8274**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0667	0.6429	0.9872	1.5400e-003		0.0316	0.0316		0.0291	0.0291	0.0000	135.1789	135.1789	0.0437	0.0000	136.2719
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0667**	**0.6429**	**0.9872**	**1.5400e-003**		**0.0316**	**0.0316**		**0.0291**	**0.0291**	**0.0000**	**135.1789**	**135.1789**	**0.0437**	**0.0000**	**136.2719**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-003	2.2800e-003	0.0322	9.0000e-005	0.0111	7.0000e-005	0.0112	2.9500e-003	6.0000e-005	3.0100e-003	0.0000	8.7584	8.7584	2.1000e-004	2.1000e-004	8.8274
Total	**3.0000e-003**	**2.2800e-003**	**0.0322**	**9.0000e-005**	**0.0111**	**7.0000e-005**	**0.0112**	**2.9500e-003**	**6.0000e-005**	**3.0100e-003**	**0.0000**	**8.7584**	**8.7584**	**2.1000e-004**	**2.1000e-004**	**8.8274**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3748					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.0795	0.1105	1.8000e-004		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	15.5749	15.5749	9.3000e-004	0.0000	15.5981
Total	**3.3865**	**0.0795**	**0.1105**	**1.8000e-004**		**4.3200e-003**	**4.3200e-003**		**4.3200e-003**	**4.3200e-003**	**0.0000**	**15.5749**	**15.5749**	**9.3000e-004**	**0.0000**	**15.5981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0503	0.6814	1.9000e-003	0.2186	1.3500e-003	0.2199	0.0581	1.2400e-003	0.0593	0.0000	176.1672	176.1672	4.6300e-003	4.5300e-003	177.6325
Total	**0.0633**	**0.0503**	**0.6814**	**1.9000e-003**	**0.2186**	**1.3500e-003**	**0.2199**	**0.0581**	**1.2400e-003**	**0.0593**	**0.0000**	**176.1672**	**176.1672**	**4.6300e-003**	**4.5300e-003**	**177.6325**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3748					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.0795	0.1105	1.8000e-004		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	15.5748	15.5748	9.3000e-004	0.0000	15.5981
Total	**3.3865**	**0.0795**	**0.1105**	**1.8000e-004**		**4.3200e-003**	**4.3200e-003**		**4.3200e-003**	**4.3200e-003**	**0.0000**	**15.5748**	**15.5748**	**9.3000e-004**	**0.0000**	**15.5981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0503	0.6814	1.9000e-003	0.2186	1.3500e-003	0.2199	0.0581	1.2400e-003	0.0593	0.0000	176.1672	176.1672	4.6300e-003	4.5300e-003	177.6325
Total	**0.0633**	**0.0503**	**0.6814**	**1.9000e-003**	**0.2186**	**1.3500e-003**	**0.2199**	**0.0581**	**1.2400e-003**	**0.0593**	**0.0000**	**176.1672**	**176.1672**	**4.6300e-003**	**4.5300e-003**	**177.6325**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.8727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0853	0.1267	2.1000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	17.8728	17.8728	1.0100e-003	0.0000	17.8979
Total	**3.8854**	**0.0853**	**0.1267**	**2.1000e-004**		**4.2600e-003**	**4.2600e-003**		**4.2600e-003**	**4.2600e-003**	**0.0000**	**17.8728**	**17.8728**	**1.0100e-003**	**0.0000**	**17.8979**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0678	0.0515	0.7284	2.1200e-003	0.2508	1.4800e-003	0.2523	0.0666	1.3600e-003	0.0680	0.0000	198.0054	198.0054	4.8100e-003	4.8300e-003	199.5652
Total	**0.0678**	**0.0515**	**0.7284**	**2.1200e-003**	**0.2508**	**1.4800e-003**	**0.2523**	**0.0666**	**1.3600e-003**	**0.0680**	**0.0000**	**198.0054**	**198.0054**	**4.8100e-003**	**4.8300e-003**	**199.5652**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.8727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0853	0.1267	2.1000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	17.8728	17.8728	1.0100e-003	0.0000	17.8979
Total	**3.8854**	**0.0853**	**0.1267**	**2.1000e-004**		**4.2600e-003**	**4.2600e-003**		**4.2600e-003**	**4.2600e-003**	**0.0000**	**17.8728**	**17.8728**	**1.0100e-003**	**0.0000**	**17.8979**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0678	0.0515	0.7284	2.1200e-003	0.2508	1.4800e-003	0.2523	0.0666	1.3600e-003	0.0680	0.0000	198.0054	198.0054	4.8100e-003	4.8300e-003	199.5652
Total	**0.0678**	**0.0515**	**0.7284**	**2.1200e-003**	**0.2508**	**1.4800e-003**	**0.2523**	**0.0666**	**1.3600e-003**	**0.0680**	**0.0000**	**198.0054**	**198.0054**	**4.8100e-003**	**4.8300e-003**	**199.5652**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.8499	6.8192	72.2367	0.1608	22.3622	0.0810	22.4432	5.9687	0.0756	6.0442	0.0000	16,277.4871	16,277.4871	1.0532	0.6358	16,493.2789
Unmitigated	6.8499	6.8192	72.2367	0.1608	22.3622	0.0810	22.4432	5.9687	0.0756	6.0442	0.0000	16,277.4871	16,277.4871	1.0532	0.6358	16,493.2789

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	11,848.32	10,693.98	8908.02	50,838,353	50,838,353
General Office Building	944.78	214.37	67.90	3,227,978	3,227,978
Hotel	1,254.00	1,228.50	892.50	5,410,517	5,410,517
Total	14,047.10	12,136.85	9,868.42	59,476,848	59,476,848

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	0.00	0.00	100.00	0.00	0.00	100	0	0
General Office Building	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0
Hotel	0.00	12.40	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457
General Office Building	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	0.516633	0.070991	0.195744	0.128836	0.026081	0.007842	0.011970	0.007437	0.000933	0.000540	0.028760	0.000776	0.003457

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,811.3054	1,811.3054	0.1529	0.0185	1,820.6496
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,811.3054	1,811.3054	0.1529	0.0185	1,820.6496
NaturalGas Mitigated	0.1228	1.0583	0.5141	6.7000e-003		0.0848	0.0848		0.0848	0.0848	0.0000	1,214.8694	1,214.8694	0.0233	0.0223	1,222.0887
NaturalGas Unmitigated	0.1228	1.0583	0.5141	6.7000e-003		0.0848	0.0848		0.0848	0.0848	0.0000	1,214.8694	1,214.8694	0.0233	0.0223	1,222.0887

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.96255e+007	0.1058	0.9043	0.3848	5.7700e-003		0.0731	0.0731		0.0731	0.0731	0.0000	1,047.2926	1,047.2926	0.0201	0.0192	1,053.5162
General Office Building	1.00007e+006	5.3900e-003	0.0490	0.0412	2.9000e-004		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	53.3675	53.3675	1.0200e-003	9.8000e-004	53.6847
Hotel	2.1402e+006	0.0115	0.1049	0.0881	6.3000e-004		7.9700e-003	7.9700e-003		7.9700e-003	7.9700e-003	0.0000	114.2092	114.2092	2.1900e-003	2.0900e-003	114.8879
Total		**0.1228**	**1.0582**	**0.5141**	**6.6900e-003**		**0.0848**	**0.0848**		**0.0848**	**0.0848**	**0.0000**	**1,214.8694**	**1,214.8694**	**0.0233**	**0.0223**	**1,222.0887**

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.96255e+007	0.1058	0.9043	0.3848	5.7700e-003		0.0731	0.0731		0.0731	0.0731	0.0000	1,047.2926	1,047.2926	0.0201	0.0192	1,053.5162
General Office Building	1.00007e+006	5.3900e-003	0.0490	0.0412	2.9000e-004		3.7300e-003	3.7300e-003		3.7300e-003	3.7300e-003	0.0000	53.3675	53.3675	1.0200e-003	9.8000e-004	53.6847
Hotel	2.1402e+006	0.0115	0.1049	0.0881	6.3000e-004		7.9700e-003	7.9700e-003		7.9700e-003	7.9700e-003	0.0000	114.2092	114.2092	2.1900e-003	2.0900e-003	114.8879
Total		**0.1228**	**1.0582**	**0.5141**	**6.6900e-003**		**0.0848**	**0.0848**		**0.0848**	**0.0848**	**0.0000**	**1,214.8694**	**1,214.8694**	**0.0233**	**0.0223**	**1,222.0887**

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	8.34303e+006	1,479.5983	0.1249	0.0151	1,487.2313
General Office Building	1.2125e+006	215.0315	0.0182	2.2000e-003	216.1408
Hotel	657900	116.6756	9.8500e-003	1.1900e-003	117.2775
Total		**1,811.3054**	**0.1529**	**0.0185**	**1,820.6496**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	8.34303e+006	1,479.5983	0.1249	0.0151	1,487.2313
General Office Building	1.2125e+006	215.0315	0.0182	2.2000e-003	216.1408
Hotel	657900	116.6756	9.8500e-003	1.1900e-003	117.2775
Total		**1,811.3054**	**0.1529**	**0.0185**	**1,820.6496**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

Compton TOD Specific Plan - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	9.9874	0.6646	22.5384	3.7800e-003		0.1574	0.1574		0.1574	0.1574	0.0000	507.4126	507.4126	0.0440	8.6300e-003	511.0832
Unmitigated	17.0737	0.8230	36.2108	0.0365		2.2042	2.2042		2.2042	2.2042	231.3451	481.2616	712.6067	0.7249	0.0157	735.4073

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7248					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.5459					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.1339	0.5649	13.8453	0.0353		2.0797	2.0797		2.0797	2.0797	231.3451	444.5659	675.9110	0.6899	0.0157	697.8381
Landscaping	0.6691	0.2582	22.3654	1.1900e-003		0.1246	0.1246		0.1246	0.1246	0.0000	36.6957	36.6957	0.0349	0.0000	37.5692
Total	**17.0737**	**0.8230**	**36.2108**	**0.0365**		**2.2042**	**2.2042**		**2.2042**	**2.2042**	**231.3451**	**481.2616**	**712.6067**	**0.7249**	**0.0157**	**735.4073**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7248					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.5459					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0476	0.4065	0.1730	2.5900e-003		0.0329	0.0329		0.0329	0.0329	0.0000	470.7168	470.7168	9.0200e-003	8.6300e-003	473.5141
Landscaping	0.6691	0.2582	22.3654	1.1900e-003		0.1246	0.1246		0.1246	0.1246	0.0000	36.6957	36.6957	0.0349	0.0000	37.5692
Total	**9.9874**	**0.6646**	**22.5384**	**3.7800e-003**		**0.1574**	**0.1574**		**0.1574**	**0.1574**	**0.0000**	**507.4126**	**507.4126**	**0.0440**	**8.6300e-003**	**511.0832**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	625.9055	5.3582	0.1313	798.9731
Unmitigated	625.9055	5.3582	0.1313	798.9731

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	141.905 / 89.4621	548.9786	4.6665	0.1143	699.7146
General Office Building	17.2402 / 10.5666	66.1002	0.5669	0.0139	84.4101
Hotel	3.80502 / 0.422779	10.8268	0.1248	3.0300e-003	14.8485
Total		**625.9055**	**5.3582**	**0.1313**	**798.9731**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	141.905 / 89.4621	548.9786	4.6665	0.1143	699.7146
General Office Building	17.2402 / 10.5666	66.1002	0.5669	0.0139	84.4101
Hotel	3.80502 / 0.422779	10.8268	0.1248	3.0300e-003	14.8485
Total		**625.9055**	**5.3582**	**0.1313**	**798.9731**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	238.3561	14.0864	0.0000	590.5170
Unmitigated	238.3561	14.0864	0.0000	590.5170

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1001.88	203.3726	12.0190	0.0000	503.8470
General Office Building	90.21	18.3118	1.0822	0.0000	45.3668
Hotel	82.13	16.6717	0.9853	0.0000	41.3033
Total		**238.3561**	**14.0865**	**0.0000**	**590.5170**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1001.88	203.3726	12.0190	0.0000	503.8470
General Office Building	90.21	18.3118	1.0822	0.0000	45.3668
Hotel	82.13	16.6717	0.9853	0.0000	41.3033
Total		**238.3561**	**14.0865**	**0.0000**	**590.5170**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

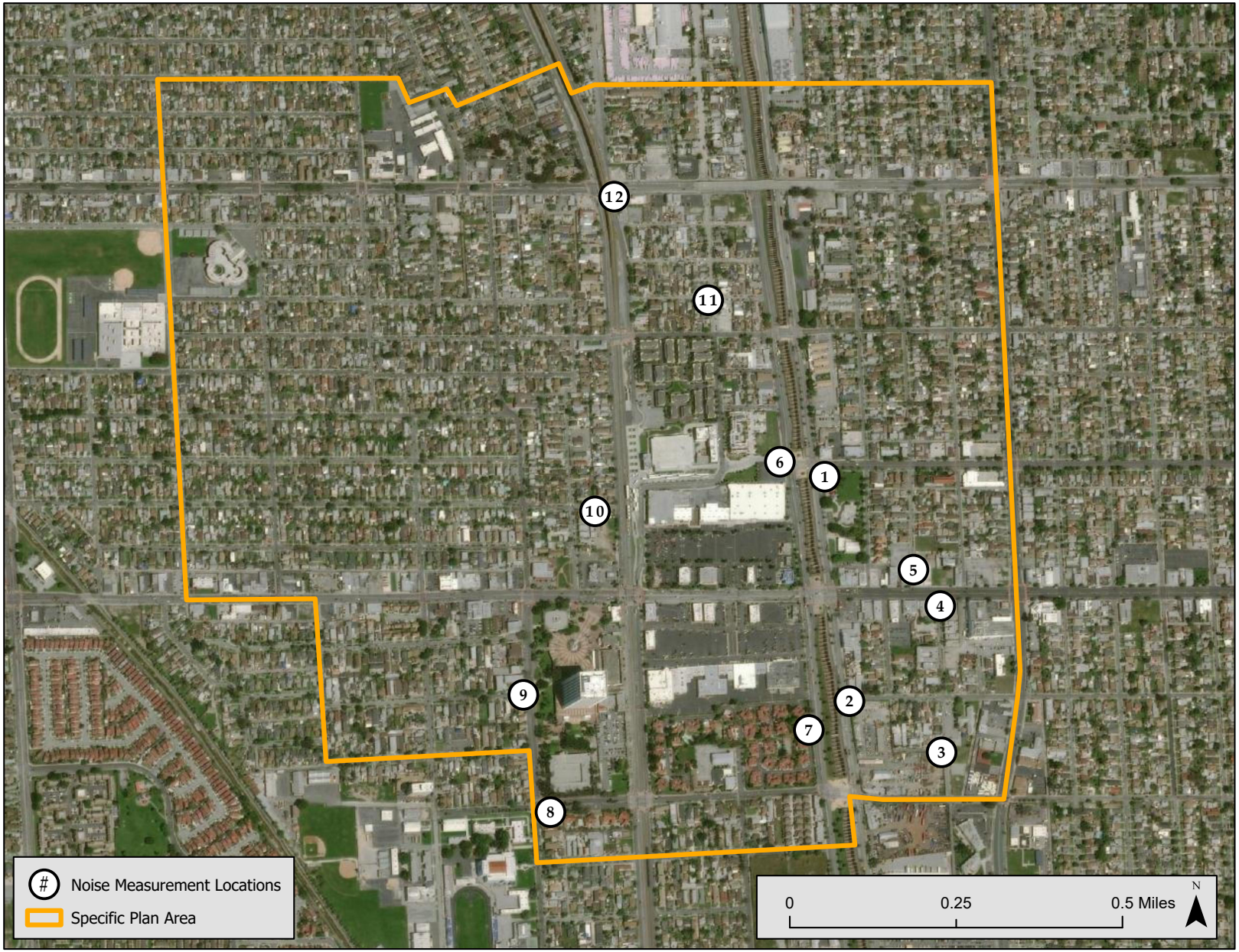
Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

APPENDIX 3.9

Noise



SOURCE: Esri, 2022

FIGURE **3.9-1**

IMPACT SCIENCES

Noise Measurement Locations

1335.001•03/22

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Wilson Park

Date: 01/25/2022 Site Number: 1

Measured By: Raul Castillo

Measurement Start Time: 11:06 a.m.

Measurement End Time: 11:21 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.119

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.6
L_{max}	76.8
L_{min}	49.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.119.s	Computer's File Name	LxT_0005667-20220125 110636-LxT_Data.119.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 11:06:36	Duration	0:15:00.0
End Time	2022-01-25 11:21:36	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	60.6 dB		
LAE	90.2 dB	SEA	--- dB
EA	116.1 µPa²h		
EA8	3.7 mPa²h		
EA40	18.6 mPa²h		
LA_{peak}	111.0 dB	2022-01-25 11:07:36	
LAS_{max}	76.8 dB	2022-01-25 11:10:29	
LAS_{min}	49.6 dB	2022-01-25 11:18:00	
LA_{eq}	60.6 dB		
LC_{eq}	73.5 dB	LC_{eq} - LA_{eq}	12.8 dB
LAI_{eq}	64.8 dB	LAI_{eq} - LA_{eq}	4.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.6 dB		73.5 dB		--- dB	
$Ls_{(max)}$	76.8 dB	2022-01-25 11:10:29	--- dB		--- dB	
$LS_{(min)}$	49.6 dB	2022-01-25 11:18:00	--- dB		--- dB	
$L_{Peak(max)}$	111.0 dB	2022-01-25 11:07:36	--- dB		--- dB	

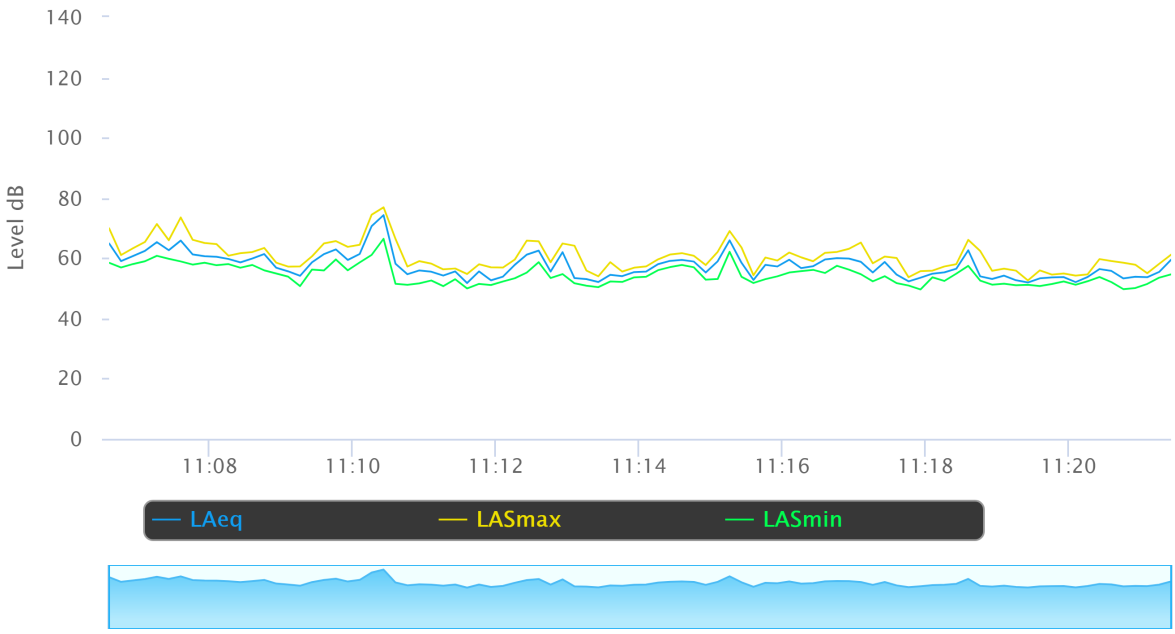
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	62.5 dB
LAS 33.3	58.6 dB
LAS 66.7	54.7 dB
LAS 90.0	52.2 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Alameda/Laurel

Date: 01/25/2022 Site Number: 2

Measured By: Raul Castillo

Measurement Start Time: 11:30 a.m.

Measurement End Time: 11:45 a.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.120

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	68.2
L_{max}	88.3
L_{min}	47.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.120.s	Computer's File Name	LxT_0005667-20220125 113026-LxT_Data.120.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 11:30:26	Duration	0:15:00.0
End Time	2022-01-25 11:45:26	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	68.2 dB		
LAE	97.8 dB	SEA	--- dB
EA	667.1 µPa²h		
EA8	21.3 mPa²h		
EA40	106.7 mPa²h		
LA_{peak}	102.2 dB	2022-01-25 11:34:54	
LAS_{max}	88.3 dB	2022-01-25 11:34:54	
LAS_{min}	47.3 dB	2022-01-25 11:44:29	
LA_{eq}	68.2 dB		
LC_{eq}	79.4 dB	LC_{eq} - LA_{eq}	11.2 dB
LAI_{eq}	70.8 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:02.7
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	68.2 dB		79.4 dB		--- dB	
$Ls_{(max)}$	88.3 dB	2022-01-25 11:34:54	--- dB		--- dB	
$LS_{(min)}$	47.3 dB	2022-01-25 11:44:29	--- dB		--- dB	
$L_{Peak(max)}$	102.2 dB	2022-01-25 11:34:54	--- dB		--- dB	

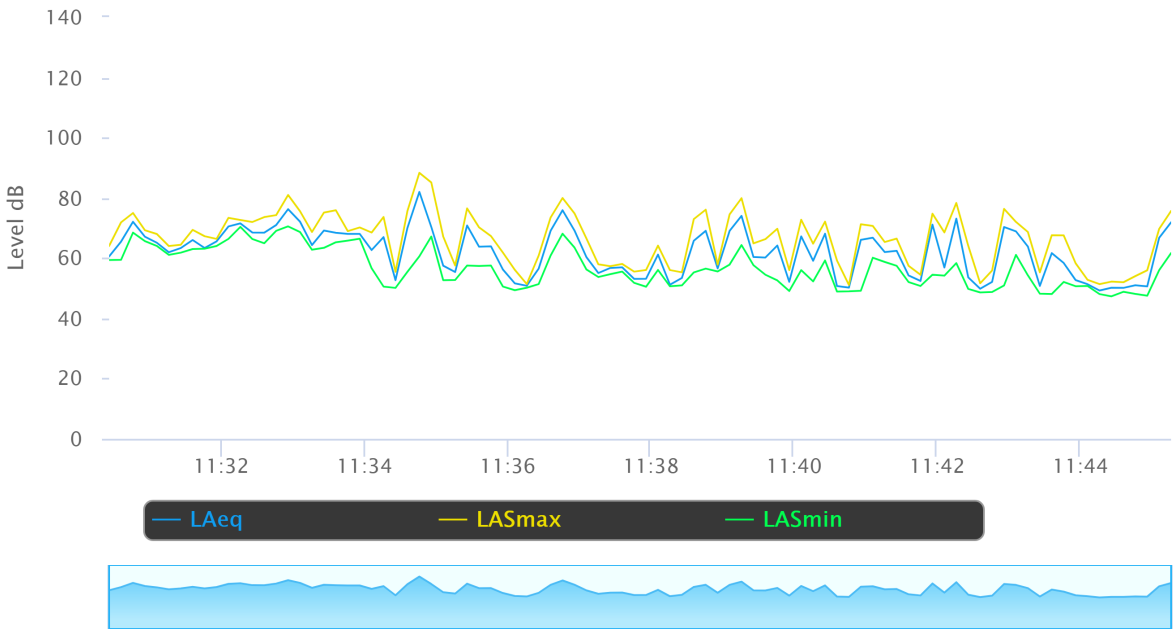
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	71.6 dB
LAS 33.3	65.3 dB
LAS 66.7	55.9 dB
LAS 90.0	50.6 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Willow/Gladys

Date: 01/25/2022 Site Number: 3

Measured By: Raul Castillo

Measurement Start Time: 11:50 a.m.

Measurement End Time: 12:05 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.121

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	56.1
L_{max}	77.3
L_{min}	45.4

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.121.s	Computer's File Name	LxT_0005667-20220125 115049-LxT_Data.121.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 11:50:49	Duration	0:15:00.0
End Time	2022-01-25 12:05:49	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	56.1 dB		
LAE	85.7 dB	SEA	--- dB
EA	40.8 µPa²h		
EA8	1.3 mPa²h		
EA40	6.5 mPa²h		
LA_{peak}	97.1 dB	2022-01-25 11:59:18	
LAS_{max}	77.3 dB	2022-01-25 12:01:50	
LAS_{min}	45.4 dB	2022-01-25 11:59:31	
LA_{eq}	56.1 dB		
LC_{eq}	68.2 dB	LC_{eq} - LA_{eq}	12.1 dB
LAI_{eq}	61.9 dB	LAI_{eq} - LA_{eq}	5.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	56.1 dB		68.2 dB		--- dB	
$Ls_{(max)}$	77.3 dB	2022-01-25 12:01:50	--- dB		--- dB	
$LS_{(min)}$	45.4 dB	2022-01-25 11:59:31	--- dB		--- dB	
$L_{Peak(max)}$	97.1 dB	2022-01-25 11:59:18	--- dB		--- dB	

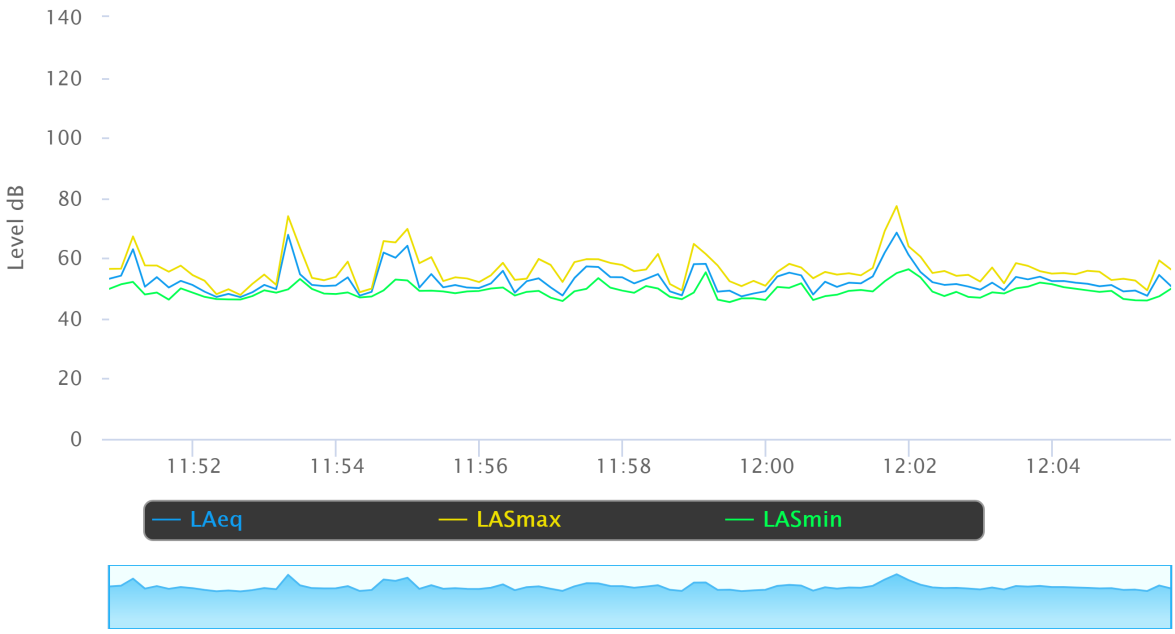
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	57.0 dB
LAS 33.3	52.7 dB
LAS 66.7	49.8 dB
LAS 90.0	47.5 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Compton/Willow

Date: 01/25/2022 Site Number: 4

Measured By: Raul Castillo

Measurement Start Time: 12:08 a.m.

Measurement End Time: 12:23 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.122

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	59.2
L_{max}	72.8
L_{min}	45.9

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.122.s	Computer's File Name	LxT_0005667-20220125 120855-LxT_Data.122.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 12:08:55	Duration	0:15:00.0
End Time	2022-01-25 12:23:55	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	59.2 dB		
LAE	88.7 dB	SEA	--- dB
EA	83.0 µPa²h		
EA8	2.7 mPa²h		
EA40	13.3 mPa²h		
LA_{peak}	94.6 dB	2022-01-25 12:19:34	
LAS_{max}	72.8 dB	2022-01-25 12:22:05	
LAS_{min}	45.9 dB	2022-01-25 12:16:52	
LA_{eq}	59.2 dB		
LC_{eq}	69.6 dB	LC_{eq} - LA_{eq}	10.4 dB
LAI_{eq}	64.2 dB	LAI_{eq} - LA_{eq}	5.0 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.2 dB		69.6 dB		--- dB	
$Ls_{(max)}$	72.8 dB	2022-01-25 12:22:05	--- dB		--- dB	
$LS_{(min)}$	45.9 dB	2022-01-25 12:16:52	--- dB		--- dB	
$L_{Peak(max)}$	94.6 dB	2022-01-25 12:19:34	--- dB		--- dB	

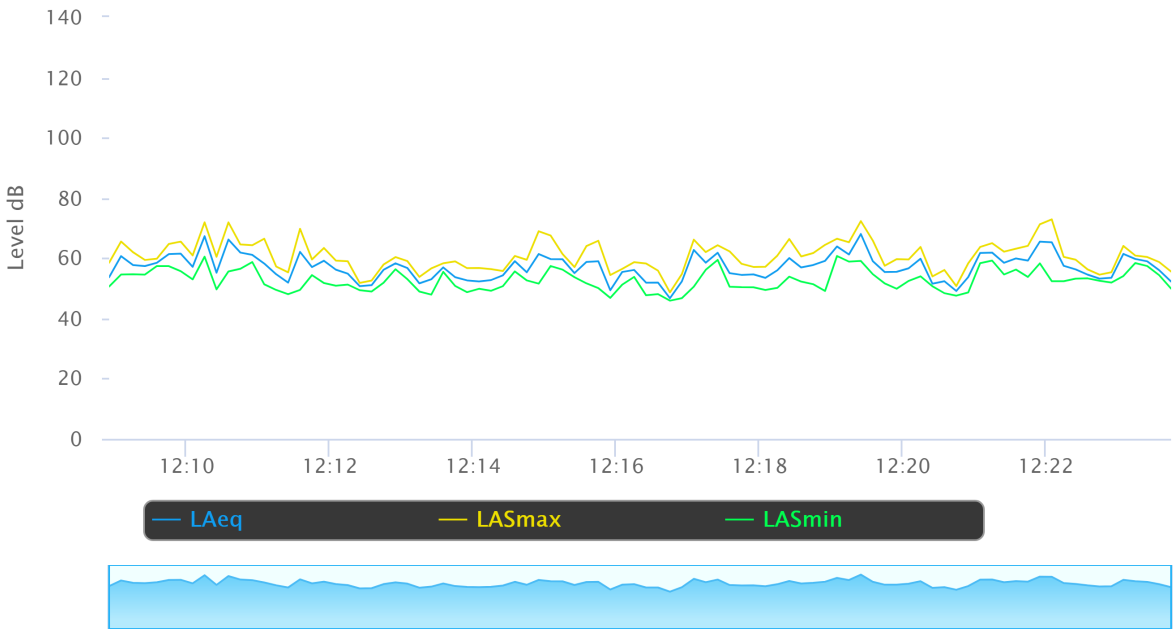
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	62.3 dB
LAS 33.3	58.1 dB
LAS 66.7	54.0 dB
LAS 90.0	50.4 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Compton/Spring

Date: 01/25/2022 Site Number: 5

Measured By: Raul Castillo

Measurement Start Time: 12:26 a.m.

Measurement End Time: 12:41 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.123

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	57.9
L_{max}	72.3
L_{min}	45.7

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.123.s	Computer's File Name	LxT_0005667-20220125 122614-LxT_Data.123.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 12:26:14	Duration	0:15:00.0
End Time	2022-01-25 12:41:14	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	57.9 dB		
LAE	87.4 dB	SEA	--- dB
EA	61.8 µPa²h		
EA8	2.0 mPa²h		
EA40	9.9 mPa²h		
LA_{peak}	93.9 dB	2022-01-25 12:40:02	
LAS_{max}	72.3 dB	2022-01-25 12:38:10	
LAS_{min}	45.7 dB	2022-01-25 12:28:20	
LA_{eq}	57.9 dB		
LC_{eq}	68.7 dB	LC_{eq} - LA_{eq}	10.8 dB
LAI_{eq}	61.9 dB	LAI_{eq} - LA_{eq}	3.9 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	57.9 dB		68.7 dB		--- dB	
$Ls_{(max)}$	72.3 dB	2022-01-25 12:38:10	--- dB		--- dB	
$LS_{(min)}$	45.7 dB	2022-01-25 12:28:20	--- dB		--- dB	
$L_{Peak(max)}$	93.9 dB	2022-01-25 12:40:02	--- dB		--- dB	

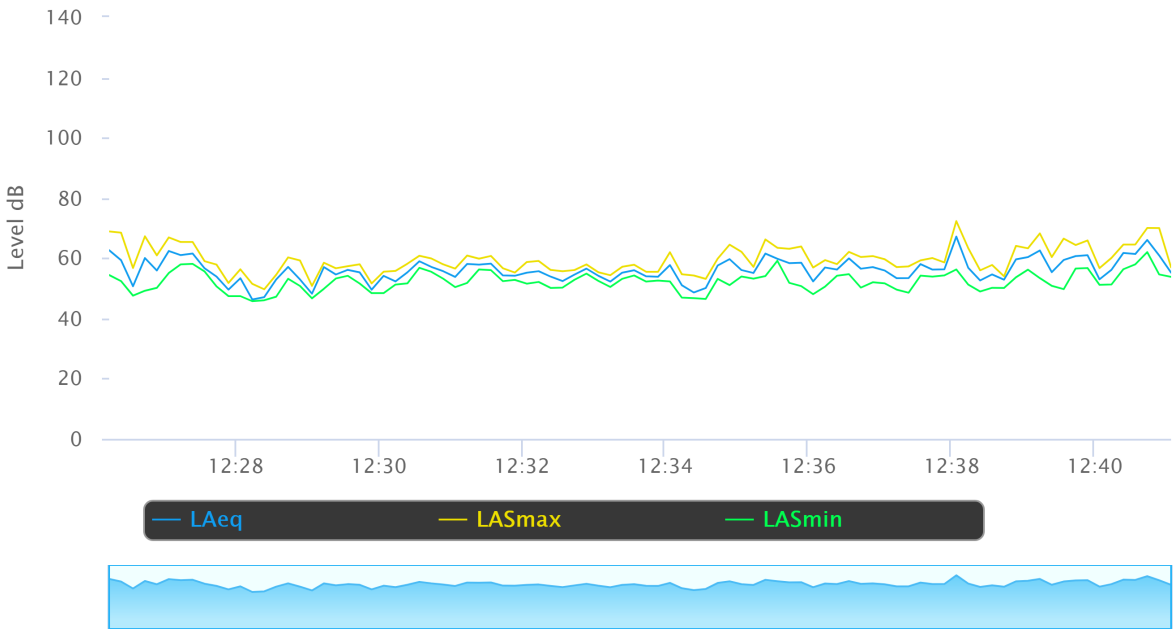
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	61.0 dB
LAS 33.3	56.9 dB
LAS 66.7	53.8 dB
LAS 90.0	50.3 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Isadore Hall/Alameda

Date: 01/25/2022 Site Number: 6

Measured By: Raul Castillo

Measurement Start Time: 1:44 p.m.

Measurement End Time: 1:59 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.124

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	74.8
L_{max}	94.1
L_{min}	54.4

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.124.s	Computer's File Name	LxT_0005667-20220125 134403-LxT_Data.124.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 13:44:03	Duration	0:15:00.0
End Time	2022-01-25 13:59:03	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	74.8 dB		
LAE	104.4 dB	SEA	--- dB
EA	3.0 mPa²h		
EA8	97.5 mPa²h		
EA40	487.3 mPa²h		
LA_{peak}	107.8 dB	2022-01-25 13:47:03	
LAS_{max}	94.1 dB	2022-01-25 13:54:23	
LAS_{min}	54.4 dB	2022-01-25 13:46:18	
LA_{eq}	74.8 dB		
LC_{eq}	84.0 dB	LC_{eq} - LA_{eq}	9.2 dB
LAI_{eq}	77.3 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	4	0:00:17.3
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	74.8 dB		84.0 dB		--- dB	
$Ls_{(max)}$	94.1 dB	2022-01-25 13:54:23	--- dB		--- dB	
$LS_{(min)}$	54.4 dB	2022-01-25 13:46:18	--- dB		--- dB	
$L_{Peak(max)}$	107.8 dB	2022-01-25 13:47:03	--- dB		--- dB	

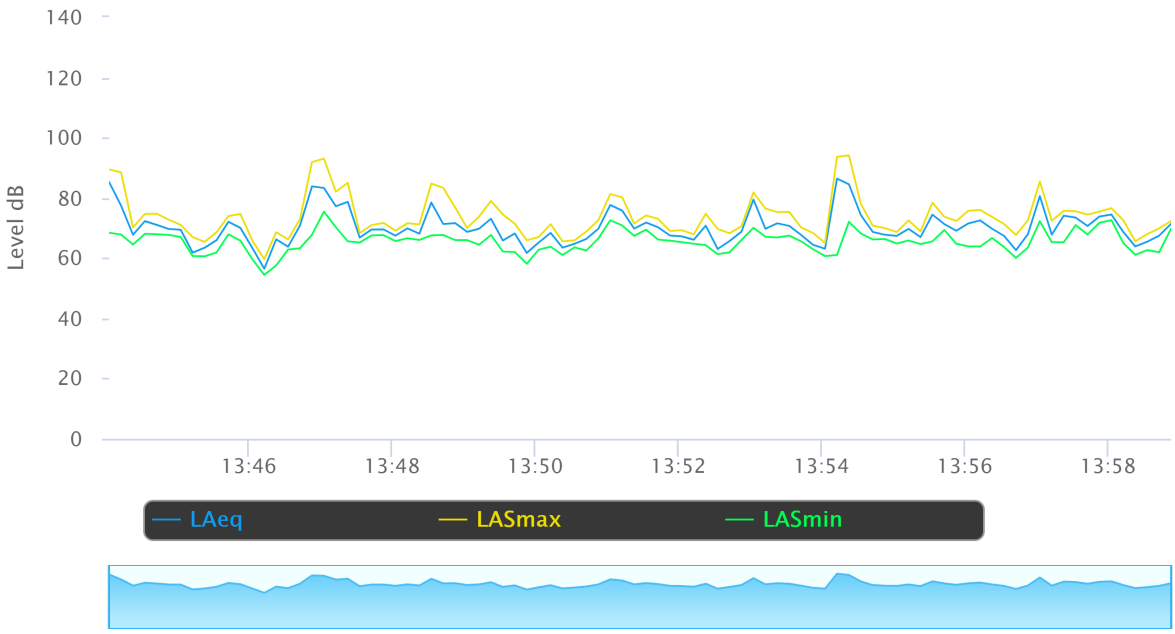
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	75.4 dB
LAS 33.3	70.4 dB
LAS 66.7	67.1 dB
LAS 90.0	63.6 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: 200 S. Alameda St.

Date: 01/25/2022 Site Number: 7

Measured By: Raul Castillo

Measurement Start Time: 2:09 p.m.

Measurement End Time: 2:24 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.125

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	74.1
L_{max}	93.0
L_{min}	50.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.125.s	Computer's File Name	LxT_0005667-20220125 140942-LxT_Data.125.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 14:09:42	Duration	0:15:00.0
End Time	2022-01-25 14:24:42	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	74.1 dB		
LAE	103.6 dB	SEA	--- dB
EA	2.6 mPa²h		
EA8	81.6 mPa²h		
EA40	408.1 mPa²h		
LA_{peak}	109.2 dB	2022-01-25 14:11:26	
LAS_{max}	93.0 dB	2022-01-25 14:11:27	
LAS_{min}	50.3 dB	2022-01-25 14:16:28	
LA_{eq}	74.1 dB		
LC_{eq}	80.9 dB	LC_{eq} - LA_{eq}	6.9 dB
LAI_{eq}	77.7 dB	LAI_{eq} - LA_{eq}	3.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:03.7
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	74.1 dB		80.9 dB		--- dB	
$Ls_{(max)}$	93.0 dB	2022-01-25 14:11:27	--- dB		--- dB	
$LS_{(min)}$	50.3 dB	2022-01-25 14:16:28	--- dB		--- dB	
$L_{Peak(max)}$	109.2 dB	2022-01-25 14:11:26	--- dB		--- dB	

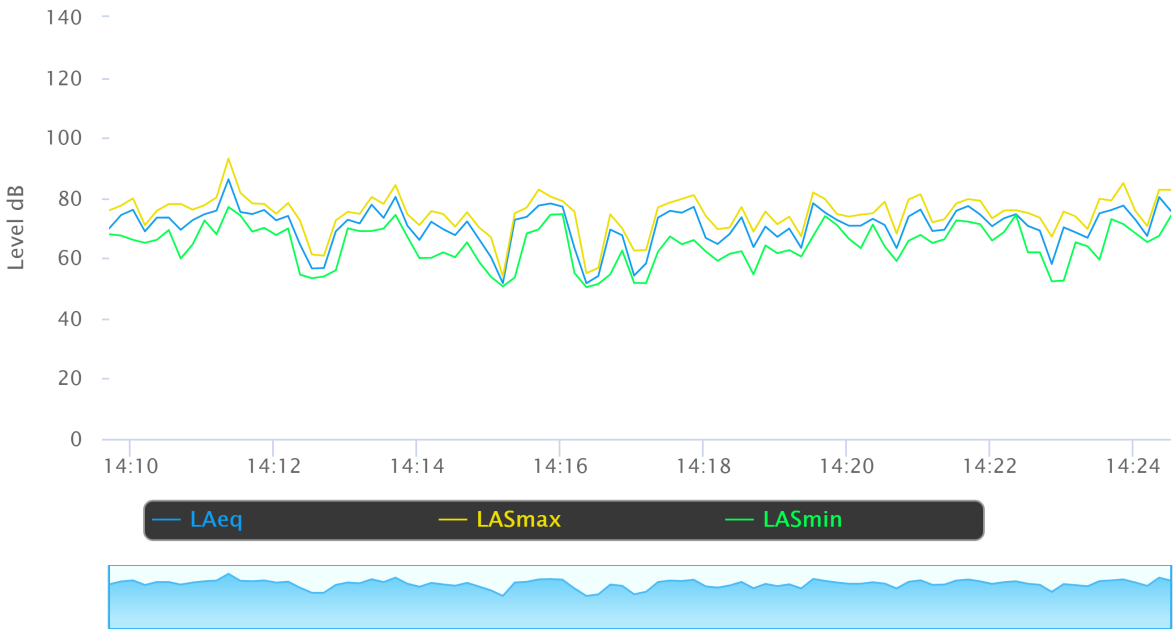
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	77.3 dB
LAS 33.3	73.6 dB
LAS 66.7	67.8 dB
LAS 90.0	58.5 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Myrrh/Acacia

Date: 01/25/2022 Site Number: 8

Measured By: Raul Castillo

Measurement Start Time: 2:41 p.m.

Measurement End Time: 2:56 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.126

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	68.6
L_{max}	84.5
L_{min}	50.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.126.s	Computer's File Name	LxT_0005667-20220125 144127-LxT_Data.126.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 14:41:27	Duration	0:15:00.0
End Time	2022-01-25 14:56:27	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	68.6 dB		
LAE	98.2 dB	SEA	--- dB
EA	726.6 µPa²h		
EA8	23.2 mPa²h		
EA40	116.2 mPa²h		
LA_{peak}	102.4 dB	2022-01-25 14:49:37	
LAS_{max}	84.5 dB	2022-01-25 14:49:42	
LAS_{min}	50.6 dB	2022-01-25 14:45:55	
LA_{eq}	68.6 dB		
LC_{eq}	78.3 dB	LC_{eq} - LA_{eq}	9.7 dB
LAI_{eq}	73.2 dB	LAI_{eq} - LA_{eq}	4.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	68.6 dB		78.3 dB		--- dB	
$Ls_{(max)}$	84.5 dB	2022-01-25 14:49:42	--- dB		--- dB	
$LS_{(min)}$	50.6 dB	2022-01-25 14:45:55	--- dB		--- dB	
$L_{Peak(max)}$	102.4 dB	2022-01-25 14:49:37	--- dB		--- dB	

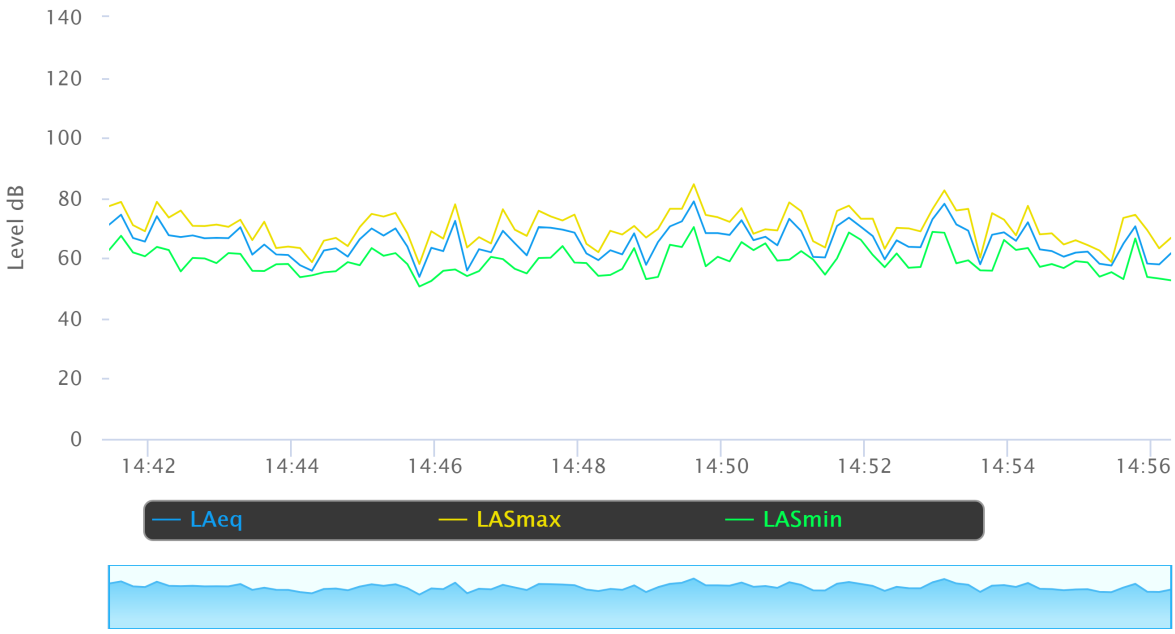
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	72.5 dB
LAS 33.3	66.8 dB
LAS 66.7	61.1 dB
LAS 90.0	56.7 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Acacia/Almond

Date: 01/25/2022 Site Number: 9

Measured By: Raul Castillo

Measurement Start Time: 3:03 p.m.

Measurement End Time: 3:18 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.127

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	66.1
L_{max}	87.4
L_{min}	45.9

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.127.s	Computer's File Name	LxT_0005667-20220125 150330-LxT_Data.127.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 15:03:30	Duration	0:15:00.0
End Time	2022-01-25 15:18:30	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	66.1 dB		
LAE	95.6 dB	SEA	--- dB
EA	406.9 µPa²h		
EA8	13.0 mPa²h		
EA40	65.1 mPa²h		
LA_{peak}	112.0 dB	2022-01-25 15:16:29	
LAS_{max}	87.4 dB	2022-01-25 15:16:29	
LAS_{min}	45.9 dB	2022-01-25 15:14:45	
LA_{eq}	66.1 dB		
LC_{eq}	73.7 dB	LC_{eq} - LA_{eq}	7.6 dB
LAI_{eq}	73.8 dB	LAI_{eq} - LA_{eq}	7.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:01.2
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	66.1 dB		73.7 dB		--- dB	
$Ls_{(max)}$	87.4 dB	2022-01-25 15:16:29	--- dB		--- dB	
$LS_{(min)}$	45.9 dB	2022-01-25 15:14:45	--- dB		--- dB	
$L_{Peak(max)}$	112.0 dB	2022-01-25 15:16:29	--- dB		--- dB	

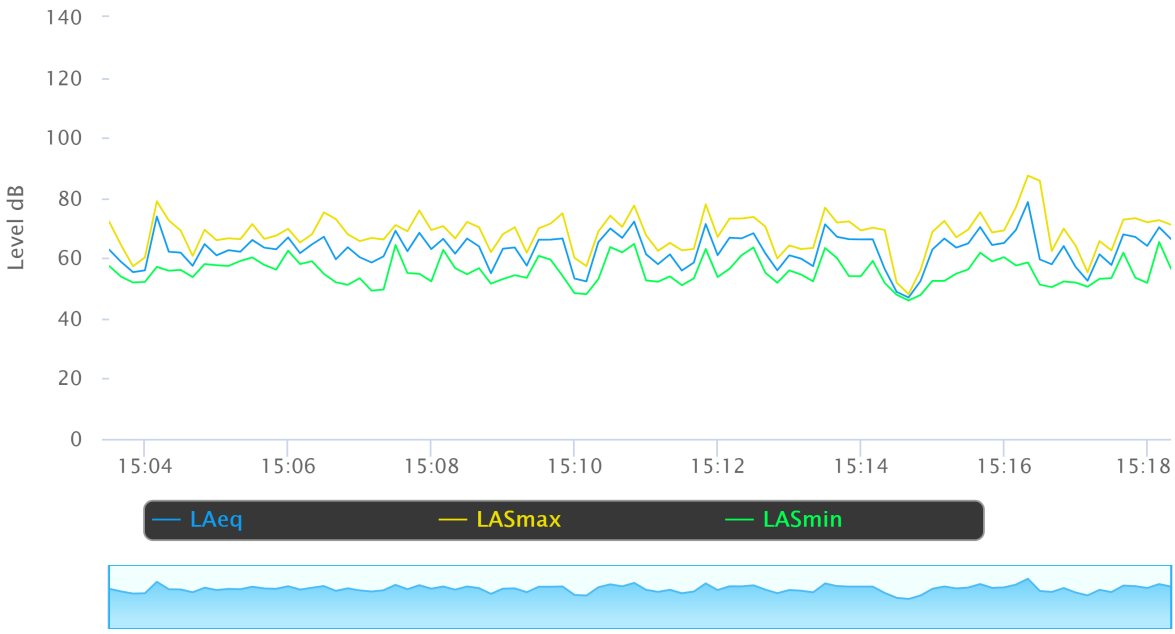
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	69.1 dB
LAS 33.3	64.1 dB
LAS 66.7	57.9 dB
LAS 90.0	52.9 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Willowbrook/School

Date: 01/25/2022 Site Number: 10

Measured By: Raul Castillo

Measurement Start Time: 3:33 p.m.

Measurement End Time: 3:48 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.128

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	67.2
L_{max}	81.3
L_{min}	52.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.128.s	Computer's File Name	LxT_0005667-20220125 153303-LxT_Data.128.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 15:33:03	Duration	0:15:00.0
End Time	2022-01-25 15:48:03	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	67.2 dB		
LAE	96.8 dB	SEA	--- dB
EA	526.3 µPa²h		
EA8	16.8 mPa²h		
EA40	84.2 mPa²h		
LA_{peak}	109.3 dB	2022-01-25 15:48:01	
LAS_{max}	81.3 dB	2022-01-25 15:48:01	
LAS_{min}	52.3 dB	2022-01-25 15:36:42	
LA_{eq}	67.2 dB		
LC_{eq}	73.5 dB	LC_{eq} - LA_{eq}	6.3 dB
LAI_{eq}	74.7 dB	LAI_{eq} - LA_{eq}	7.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	67.2 dB		73.5 dB		--- dB	
$Ls_{(max)}$	81.3 dB	2022-01-25 15:48:01	--- dB		--- dB	
$LS_{(min)}$	52.3 dB	2022-01-25 15:36:42	--- dB		--- dB	
$L_{Peak(max)}$	109.3 dB	2022-01-25 15:48:01	--- dB		--- dB	

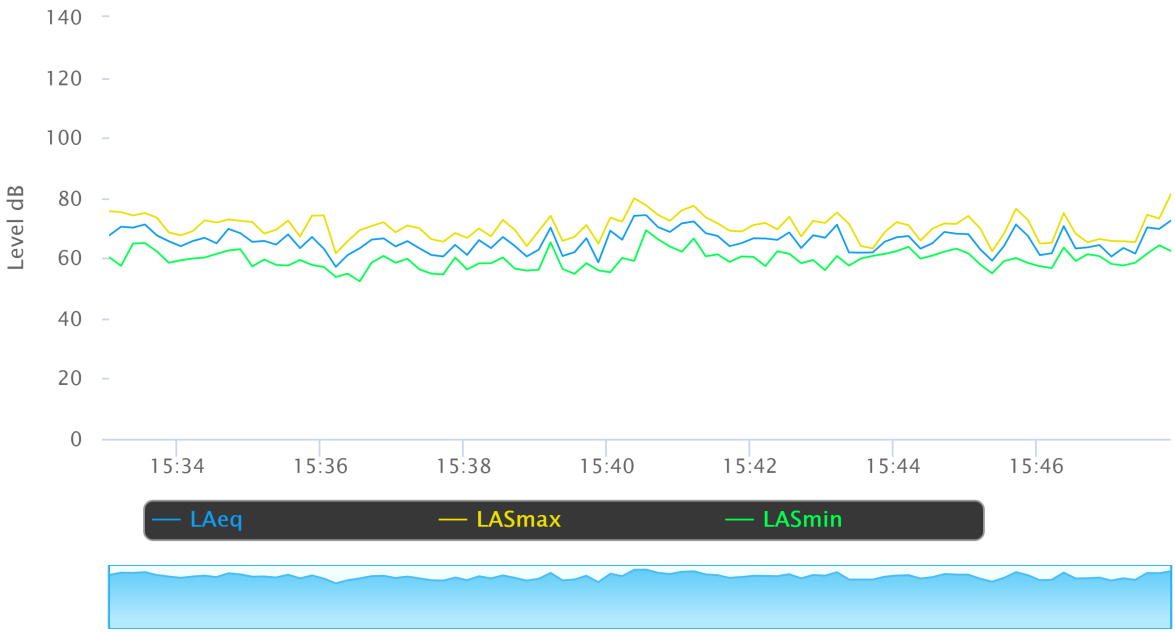
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	70.9 dB
LAS 33.3	66.5 dB
LAS 66.7	62.6 dB
LAS 90.0	59.2 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Tamarind/Cedar

Date: 01/25/2022 Site Number: 11

Measured By: Raul Castillo

Measurement Start Time: 3:58 p.m.

Measurement End Time: 4:13 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.129

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	58.3
L_{max}	72.6
L_{min}	45.8

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.129.s	Computer's File Name	LxT_0005667-20220125 155807-LxT_Data.129.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 15:58:07	Duration	0:15:00.0
End Time	2022-01-25 16:13:07	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	58.3 dB		
LAE	87.8 dB	SEA	--- dB
EA	67.6 µPa²h		
EA8	2.2 mPa²h		
EA40	10.8 mPa²h		
LA_{peak}	94.8 dB	2022-01-25 16:01:40	
LAS_{max}	72.6 dB	2022-01-25 15:58:41	
LAS_{min}	45.8 dB	2022-01-25 16:08:37	
LA_{eq}	58.3 dB		
LC_{eq}	69.7 dB	LC_{eq} - LA_{eq}	11.4 dB
LAI_{eq}	64.4 dB	LAI_{eq} - LA_{eq}	6.1 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	58.3 dB		69.7 dB		--- dB	
$Ls_{(max)}$	72.6 dB	2022-01-25 15:58:41	--- dB		--- dB	
$LS_{(min)}$	45.8 dB	2022-01-25 16:08:37	--- dB		--- dB	
$L_{Peak(max)}$	94.8 dB	2022-01-25 16:01:40	--- dB		--- dB	

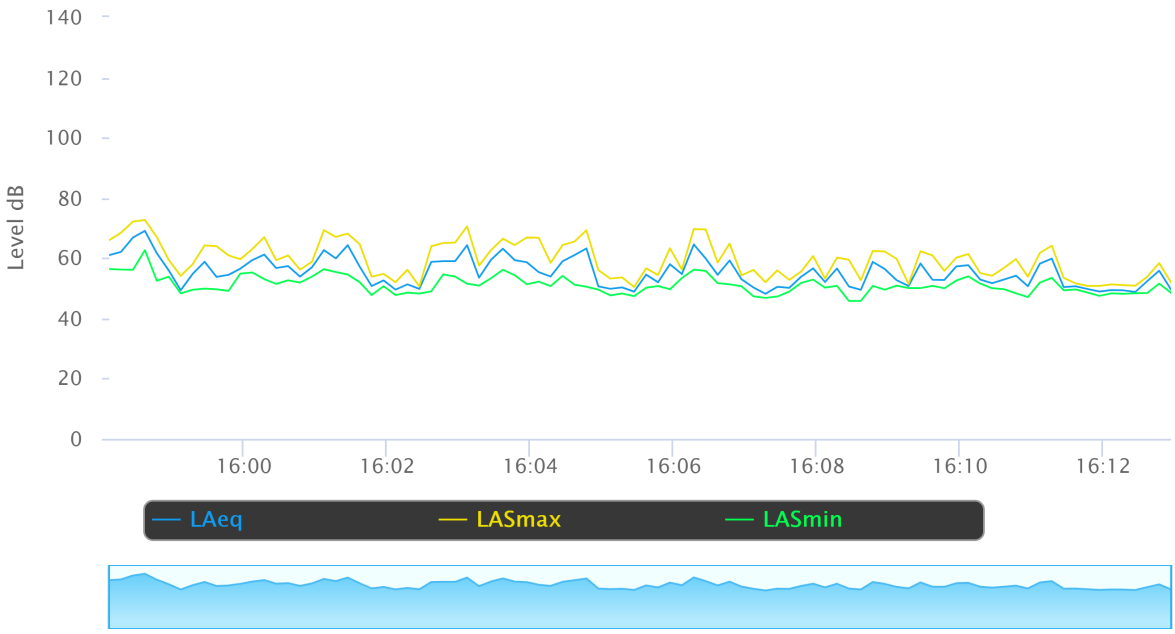
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	61.9 dB
LAS 33.3	56.0 dB
LAS 66.7	51.6 dB
LAS 90.0	49.0 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map



Project Name: Compton Station Specific Plan

Monitoring Location: Willowbrook/Rosecrans

Date: 01/25/2022 Site Number: 12

Measured By: Raul Castillo

Measurement Start Time: 4:19 p.m.

Measurement End Time: 4:34 p.m.

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.130

Primary Noise Sources: Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	74.9
L_{max}	87.6
L_{min}	54.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.130.s	Computer's File Name	LxT_0005667-20220125 161912-LxT_Data.130.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2022-01-25 16:19:12	Duration	0:15:00.0
End Time	2022-01-25 16:34:12	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	74.9 dB		
LAE	104.4 dB	SEA	--- dB
EA	3.1 mPa²h		
EA8	98.9 mPa²h		
EA40	494.3 mPa²h		
LA_{peak}	108.7 dB	2022-01-25 16:31:11	
LAS_{max}	87.6 dB	2022-01-25 16:25:27	
LAS_{min}	54.6 dB	2022-01-25 16:30:10	
LA_{eq}	74.9 dB		
LC_{eq}	83.7 dB	LC_{eq} - LA_{eq}	8.8 dB
LAI_{eq}	76.5 dB	LAI_{eq} - LA_{eq}	1.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	4	0:00:11.5
LAS > 115.0 dB	0	0:00:00.0
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	74.9 dB		83.7 dB		--- dB	
$Ls_{(max)}$	87.6 dB	2022-01-25 16:25:27	--- dB		--- dB	
$LS_{(min)}$	54.6 dB	2022-01-25 16:30:10	--- dB		--- dB	
$L_{Peak(max)}$	108.7 dB	2022-01-25 16:31:11	--- dB		--- dB	

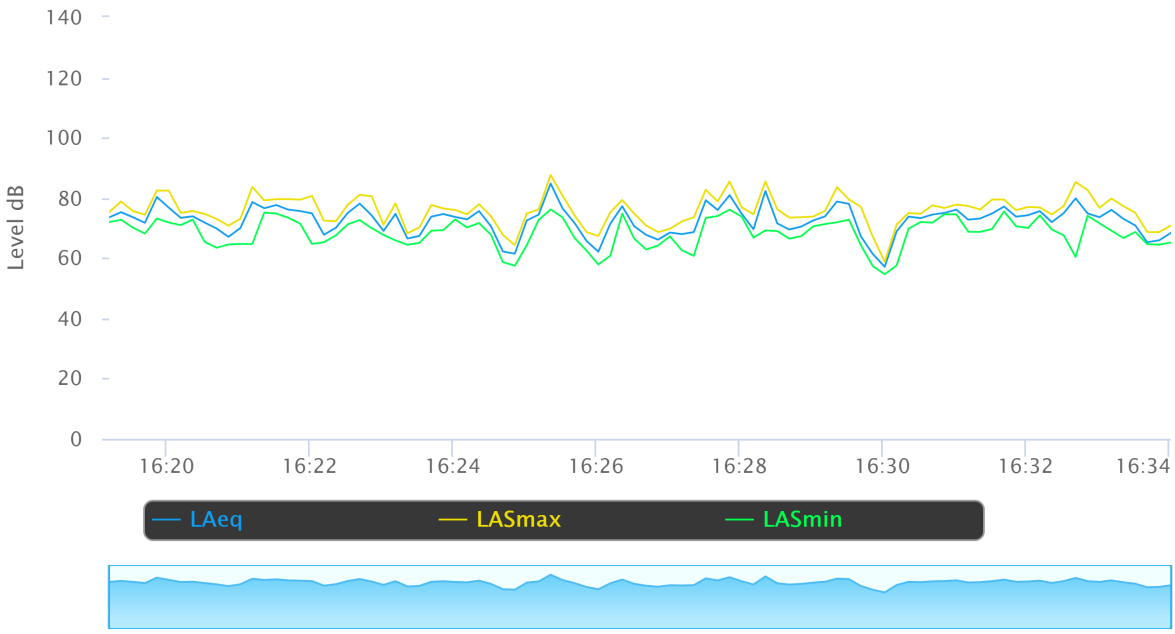
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	77.6 dB
LAS 33.3	74.4 dB
LAS 66.7	70.1 dB
LAS 90.0	65.0 dB

Time History



Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/2/2022
Case Description: Demolition

---- Receptor #1 ----

Description Land Use
Reference at 50 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50	0
Concrete Saw	No	20		89.6	50	0
Tractor	No	40	84		50	0
Front End Loader	No	40		79.1	50	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		81.7	77.7
Concrete Saw		89.6	82.6
Tractor		84	80
Front End Loader		79.1	75.1
	Total	89.6	85.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description Land Use
Reference at 100 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	100	0
Concrete Saw	No	20		89.6	100	0
Tractor	No	40	84		100	0
Front End Loader	No	40		79.1	100	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		75.6	71.7
Concrete Saw		83.6	76.6
Tractor		78	74
Front End Loader		73.1	69.1
	Total	83.6	79.7

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use
Reference at 500 feet	Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	500	0
Concrete Saw	No	20		89.6	500	0
Tractor	No	40	84		500	0
Front End Loader	No	40		79.1	500	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		61.7	57.7
Concrete Saw		69.6	62.6
Tractor		64	60
Front End Loader		59.1	55.1
	Total	69.6	65.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/2/2022
Case Description: Site Preperation

---- Receptor #1 ----

Description Land Use
Reference at 50 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		50	0
Tractor	No	40	84		50	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	85	81
Tractor	84	80
Total	85	83.6

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description Land Use
Reference at 100 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		100	0
Tractor	No	40	84		100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Grader	79	75
Tractor	78	74
Total	79	77.5

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use
Reference at 500 feet	Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		500	0
Tractor	No	40	84		500	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Grader		65	61
Tractor		64	60
	Total	65	63.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/2/2022
Case Description: Grading

---- Receptor #1 ----

Description: Land Use
Reference at 50 feet: Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50	0
Tractor	No	40	84		50	0
Grader	No	40	85		50	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Dozer	81.7	77.7
Tractor	84	80
Grader	85	81
Total	85	84.6

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description: Land Use
Reference at 100 feet: Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	100	0
Tractor	No	40	84		100	0
Grader	No	40	85		100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Dozer	75.6	71.7
Tractor	78	74

Grader		79	75
	Total	79	78.5

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use
Reference at 500 feet	Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	500	0
Tractor	No	40	84		500	0
Grader	No	40	85		500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Dozer	61.7	57.7
Tractor	64	60
Grader	65	61
Total	65	64.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/2/2022
Case Description: Paving

---- Receptor #1 ----

Description Land Use
Reference at 50 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	50	0
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Tractor	No	40	84		50	0
Tractor	No	40	84		50	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	80.6	72.6
Backhoe	77.6	73.6
Backhoe	77.6	73.6
Tractor	84	80
Tractor	84	80
Total	84	84.2

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description Land Use
Reference at 100 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	100	0
Backhoe	No	40		77.6	100	0
Backhoe	No	40		77.6	100	0
Tractor	No	40	84		100	0
Tractor	No	40	84		100	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		74.5	66.6
Backhoe		71.5	67.6
Backhoe		71.5	67.6
Tractor		78	74
Tractor		78	74
	Total	78	78.2

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description Land Use

Reference at 500 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	500	0
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Tractor	No	40	84		500	0
Tractor	No	40	84		500	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		60.6	52.6
Backhoe		57.6	53.6
Backhoe		57.6	53.6
Tractor		64	60
Tractor		64	60
	Total	64	64.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat 2/2/2022
Case Descr Architectural Coating

---- Receptor #1 ----

Description Land Use
Reference Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	77.7	73.7
Total	77.7	73.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description Land Use
Reference Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	71.6	67.7
Total	71.6	67.7

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description Land Use
Reference Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	57.7	53.7
Total	57.7	53.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 2/2/2022
Case Description: Paving

---- Receptor #1 ----

Description Land Use
Reference at 50 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	50	0
Drum Mixer	No	50		80	50	0
Drum Mixer	No	50		80	50	0
Drum Mixer	No	50		80	50	0
Drum Mixer	No	50		80	50	0
Roller	No	20		80	50	0
Backhoe	No	40		77.6	50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Paver	77.2	74.2
Drum Mixer	80	77
Drum Mixer	80	77
Drum Mixer	80	77
Drum Mixer	80	77
Roller	80	73
Backhoe	77.6	73.6
Total	80	84.3

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description Land Use
Reference at 100 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	100	0
Drum Mixer	No	50		80	100	0

Drum Mixer	No	50	80	100	0
Drum Mixer	No	50	80	100	0
Drum Mixer	No	50	80	100	0
Roller	No	20	80	100	0
Backhoe	No	40	77.6	100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	71.2	68.2
Drum Mixer	74	71
Drum Mixer	74	71
Drum Mixer	74	71
Drum Mixer	74	71
Roller	74	67
Backhoe	71.5	67.6
Total	74	78.3

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description Land Use

Reference at 500 feet Residential

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	500	0
Drum Mixer	No	50		80	500	0
Drum Mixer	No	50		80	500	0
Drum Mixer	No	50		80	500	0
Drum Mixer	No	50		80	500	0
Roller	No	20		80	500	0
Backhoe	No	40		77.6	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	57.2	54.2
Drum Mixer	60	57
Drum Mixer	60	57
Drum Mixer	60	57
Drum Mixer	60	57
Roller	60	53

Backhoe		57.6	53.6
	Total	60	64.3

*Calculated Lmax is the Loudest value.

TRAFFIC NOISE LEVELS

Project Name: Compton Station TOD Project

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing (2019), Future (2040) Without Project, Future (2040) With Project
Source of Traffic Volumes:	iteris Project Traffic Study
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing (2019) Traffic Noise												
Rosecrans Ave.												
west of Willowbrook Ave.	4	10		22,600	40	50	0	0	1.8%	0.7%	0.0	70.2
between Willowbrook Ave. & Alameda St.	4	10		26,000	40	50	0	0	1.8%	0.7%	0.0	70.8
between Alameda St. & Santa Fe Ave.	4	10		22,000	40	50	0	0	1.8%	0.7%	0.0	70.1
Elm St.												
between Alameda St. & Santa Fe Ave.	2	0		5,800	25	50	0	0	1.8%	0.7%	0.0	59.4
Palmer St.												
between Alameda St. & Santa Fe Ave.	2	0		3,500	30	50	0	0	1.8%	0.7%	0.0	58.9
Compton Blvd.												
between Matthisen Ave. & Acacia Ave.	4	10		18,000	35	50	0	0	1.8%	0.7%	0.0	67.8
between Acacia Ave. & Willowbrook Ave.	4	10		18,100	35	50	0	0	1.8%	0.7%	0.0	67.8
between Willowbrook Ave. & Alameda St.	4	10		15,800	35	50	0	0	1.8%	0.7%	0.0	67.2
between Alameda St. & Santa Fe Ave.	4	10		16,800	35	50	0	0	1.8%	0.7%	0.0	67.5
Myrrh St.												
between Willowbrook Ave. & Alameda St.	2	0		8,700	25	50	0	0	1.8%	0.7%	0.0	61.1
Acacia Ave.												
between Compton Blvd. & Myrhh St.	2	0		5,900	25	50	0	0	1.8%	0.7%	0.0	59.4
Willowbrook Ave. (west)												
between Rosecrans Ave. & Compton Blvd.	2	0		3,700	40	50	0	0	1.8%	0.7%	0.0	61.9
between Compton Blvd. & Myrrh St.	2	0		3,200	40	50	0	0	1.8%	0.7%	0.0	61.3
Willowbrook Ave. (east)												
south of Rosecrans Ave.	2	0		2,700	30	50	0	0	1.8%	0.7%	0.0	57.8
between Compton Blvd. & Myrrh St.	2	0		2,400	30	50	0	0	1.8%	0.7%	0.0	57.3
Alameda St. (west)												
between Rosecrans Ave. & Compton Blvd.	4	0		16,900	30	50	0	0	1.8%	0.7%	0.0	66.0
between Compton Blvd. & Myrrh St.	4	0		15,000	30	50	0	0	1.8%	0.7%	0.0	65.5
Alameda St. (east)												
between Rosecrans Ave. & Compton Blvd.	2	0		3,900	35	50	0	0	1.8%	0.7%	0.0	60.7
between Compton Blvd. & Myrrh St.	2	0		4,100	35	50	0	0	1.8%	0.7%	0.0	60.9
Santa Fe Ave.												
between Rosecrans Ave. & Compton Blvd.	4	10		16,300	40	50	0	0	1.8%	0.7%	0.0	68.8

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2040) Without Project Traffic Noise												
Rosecrans Ave.												
west of Willowbrook Ave.	4	10		24,080	40	50	0	0	1.8%	0.7%	0.0	70.5
between Willowbrook Ave. & Alameda St.	4	10		27,710	40	50	0	0	1.8%	0.7%	0.0	71.1
between Alameda St. & Santa Fe Ave.	4	10		23,440	40	50	0	0	1.8%	0.7%	0.0	70.4
Elm St.												
between Alameda St. & Santa Fe Ave.	2	0		6,180	25	50	0	0	1.8%	0.7%	0.0	59.6
Palmer St.												
between Alameda St. & Santa Fe Ave.	2	0		3,730	30	50	0	0	1.8%	0.7%	0.0	59.2
Compton Blvd.												
between Matthisen Ave. & Acacia Ave.	4	10		19,180	35	50	0	0	1.8%	0.7%	0.0	68.1
between Acacia Ave. & Willowbrook Ave.	4	10		19,290	35	50	0	0	1.8%	0.7%	0.0	68.1
between Willowbrook Ave. & Alameda St.	4	10		16,840	35	50	0	0	1.8%	0.7%	0.0	67.5
between Alameda St. & Santa Fe Ave.	4	10		17,900	35	50	0	0	1.8%	0.7%	0.0	67.8
Myrrh St.												
between Willowbrook Ave. & Alameda St.	2	0		9,270	25	50	0	0	1.8%	0.7%	0.0	61.4
Acacia Ave.												
between Compton Blvd. & Myrhh St.	2	0		6,290	25	50	0	0	1.8%	0.7%	0.0	59.7
Willowbrook Ave. (west)												
between Rosecrans Ave. & Compton Blvd.	2	0		3,940	40	50	0	0	1.8%	0.7%	0.0	62.2
between Compton Blvd. & Myrrh St.	2	0		3,410	40	50	0	0	1.8%	0.7%	0.0	61.5
Willowbrook Ave. (east)												
south of Rosecrans Ave.	2	0		2,880	30	50	0	0	1.8%	0.7%	0.0	58.1
between Compton Blvd. & Myrrh St.	2	0		2,560	30	50	0	0	1.8%	0.7%	0.0	57.6
Alameda St. (west)												
between Rosecrans Ave. & Compton Blvd.	4	0		18,010	30	50	0	0	1.8%	0.7%	0.0	66.3
between Compton Blvd. & Myrrh St.	4	0		15,990	30	50	0	0	1.8%	0.7%	0.0	65.8
Alameda St. (east)												
between Rosecrans Ave. & Compton Blvd.	2	0		4,160	35	50	0	0	1.8%	0.7%	0.0	61.0
between Compton Blvd. & Myrrh St.	2	0		4,370	35	50	0	0	1.8%	0.7%	0.0	61.2
Santa Fe Ave.												
between Rosecrans Ave. & Compton Blvd.	4	10		17,370	40	50	0	0	1.8%	0.7%	0.0	69.1
Future (2040) With Project Traffic Noise												
Rosecrans Ave.												
west of Willowbrook Ave.	4	10		24,300	40	50	0	0	1.8%	0.7%	0.0	70.6
between Willowbrook Ave. & Alameda St.	4	10		29,500	40	50	0	0	1.8%	0.7%	0.0	71.4
between Alameda St. & Santa Fe Ave.	4	10		24,160	40	50	0	0	1.8%	0.7%	0.0	70.5
Elm St.												
between Alameda St. & Santa Fe Ave.	2	0		10,340	25	50	0	0	1.8%	0.7%	0.0	61.9
Palmer St.												
between Alameda St. & Santa Fe Ave.	2	0		2,930	30	50	0	0	1.8%	0.7%	0.0	58.1
Compton Blvd.												
between Matthisen Ave. & Acacia Ave.	4	10		18,910	35	50	0	0	1.8%	0.7%	0.0	68.0
between Acacia Ave. & Willowbrook Ave.	4	10		16,780	35	50	0	0	1.8%	0.7%	0.0	67.5
between Willowbrook Ave. & Alameda St.	4	10		12,070	35	50	0	0	1.8%	0.7%	0.0	66.1
between Alameda St. & Santa Fe Ave.	4	10		15,320	35	50	0	0	1.8%	0.7%	0.0	67.1
Myrrh St.												
between Willowbrook Ave. & Alameda St.	2	0		8,130	25	50	0	0	1.8%	0.7%	0.0	60.8
Acacia Ave.												
between Compton Blvd. & Myrhh St.	2	0		6,910	25	50	0	0	1.8%	0.7%	0.0	60.1
Willowbrook Ave. (west)												
between Rosecrans Ave. & Compton Blvd.	2	0		5,340	40	50	0	0	1.8%	0.7%	0.0	63.5
between Compton Blvd. & Myrrh St.	2	0		6,260	40	50	0	0	1.8%	0.7%	0.0	64.2
Willowbrook Ave. (east)												
south of Rosecrans Ave.	2	0		9,740	30	50	0	0	1.8%	0.7%	0.0	63.4
between Compton Blvd. & Myrrh St.	2	0		5,030	30	50	0	0	1.8%	0.7%	0.0	60.5
Alameda St. (west)												
between Rosecrans Ave. & Compton Blvd.	4	0		18,440	30	50	0	0	1.8%	0.7%	0.0	66.4
between Compton Blvd. & Myrrh St.	4	0		16,240	30	50	0	0	1.8%	0.7%	0.0	65.8
Alameda St. (east)												
between Rosecrans Ave. & Compton Blvd.	2	0		0	35	50	0	0	1.8%	0.7%	0.0	0.0
between Compton Blvd. & Myrrh St.	2	0		4,030	35	50	0	0	1.8%	0.7%	0.0	60.8
Santa Fe Ave.												
between Rosecrans Ave. & Compton Blvd.	4	10		18,540	40	50	0	0	1.8%	0.7%	0.0	69.4

[1] Distance in feet from the roadway centerline to nearest receptor location.

APPENDIX 3.12

Traffic Impact Analysis

Compton Station
Transit-Oriented Development (TOD)
Traffic Impact Analysis

Draft Report

April 21, 2022

Submitted to:

J# 10490 | Prepared by **Iteris, Inc.**

Innovating Through Informatics™

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1.0 INTRODUCTION

This traffic impact analysis has been prepared for the proposed Compton Station Transit Oriented Development (TOD) plan in the City of Compton. This analysis evaluates the operations of the surrounding circulation network, as potentially being impacted by the proposed project. This report provides key traffic information regarding existing and future traffic volumes, determination of Levels of Service (LOS), and an analysis of project effects at study intersections.

1.1 Project Description

The project consists of the development of a Specific Plan to govern development of a mix of uses, including commercial, public/institutional, and residential uses. A Specific Plan serves as a regulatory tool for the City of Compton to guide responsible growth and development that maximizes the unique characteristics of a particular area. **Table 1** summarizes the net project buildout per site.

The Compton A Line Station TOD encompasses the land parcels generally within a half-mile radius of the existing Compton Station on Metro's A Line in the City of Compton. The station is at-grade and located between bidirectional segments of Willowbrook Avenue just north of their intersection with Compton Boulevard. The study area boundaries roughly extend from Matthisen Avenue on the west, Santa Fe Avenue on the east, Laurel, Myrrh, and Indigo Streets on the south, and Cressey, Douglas, and Peck Streets on the north. **Figure 1** shows the location of the Compton Station TOD area in relation to the surrounding street network.



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Compton A Line Station TOD
City of Compton
Traffic Impact Analysis

Figure 1
Project Location

Table 1: Project Land Use Buildout

Sites	Net Residential (du)	Net Commercial (tsf)	Net Office (tsf)	Net Hotel (rooms)
Key Sites				
Renaissance Center	600	-45	97	
Civic Center	150	10		150
Towne Center	600	-18		
409 N. Alameda St W	106	4		
398 N. Willowbrook Ave E	77			
117-215 N. Willowbrook Ave W	27			
458 S. Alameda St E	90			
600 N. Alameda St E	78			
Other Opportunity Districts				
Compton Blvd, north side, Acacia to Willowbrook	75			
Compton Blvd, both sides, east of Alameda	80	10		
Compton Blvd, both sides, west of Acacia				
Rosecrans Ave, north side, west of Willowbrook	15			
Rosecrans Ave, south side, west of Willowbrook	80			
Willowbrook Ave W, private	45			
Between Rosecrans - Palmer - Willowbrook - Alameda	45			
Between Rosecrans - Palmer - Willowbrook - Alameda, church				
Santa Fe/Laurel, NE corner	30			
Santa Fe, Laurel to Myrrh	80			
Other Projects				
501/601 E Compton Blvd	290	54		
TOTAL	**2,468**	**15**	**97**	**150**

Figure 2 shows the locations of the potential development sites included in the Compton A Line Station TOD Specific Plan.


W Fig St
W Winona St
W Pear St
W Peach St
W Cressey St
W Plum St
W Cherry St
W Douglas St
N Willowbrook Ave
N Mona Blvd
E Mealy St
E Peck St
N Rose Ave
N Spring Ave
N McDivitt Ave
N Willow Ave
E Tucker St
N Pearl Ave
N Van Ness Ave
N Paulsen Ave
N Aranbe Ave
W Rosecrans Ave
Mulberry Dr
N Alameda St
E Rosecrans Ave
W Spruce St
N Oleander Ave
N Hickory Ave
E Spruce St
E Maple St
E Cedar St
N Tamarind Ave
N Alameda St E
N Santa Fe Ave
N Chester Ave
N Mayo Ave
W Maple St
W Cedar St
W Elm St
W Poplar St
N Acacia Ave
E Poplar St
E Elm St
del Mar Ct
W Arbutus St
E Arbutus St
E Carson Pl
E Palmer St
N Culver Ave
W Palmer St
N Matthisen Ave
W School St
W Magnolia St
W Magnolia Ct
W Compton Blvd
E Compton Blvd
W Palm St
S Barron Ave
S Rose Ave
S Willow Ave
S Grape Ave
S Paulsen Ave
S Sherer Pl
W Almond St
E Laurel St
W Laurel St
S Alameda St
S Santa Fe Ave
S Chester Ave
S Pearl Ave
E Myrrh St
S Coral Ave
S Center Ave
S Oleander Ave
S Acacia Ave
S Willowbrook Ave
S Tamarind Ave
E Indigo St
S Alameda St E
W Cypress St
E Cypress St
City of Compton
TOD Specific Plan Area
Metro Line A
Alameda Corridor
Compton Creek
Site and Districts
1 - 8
Opportunity Sites
A - H
Opportunity Districts
X
Previously Entitled Projects

1.2 Study Area

The study area for analysis of the proposed project's effects on circulation includes fifteen (15) signalized intersections in the project vicinity. The study intersections are illustrated in **Figure 3** and are as follows:

1. Acacia Avenue/Compton Boulevard;
2. Willowbrook Avenue (West)/Rosecrans Avenue;
3. Wilowbrook Avenue (East)/Rosecrans Avenue;
4. Willowbrook Avenue (West)/Compton Boulevard;
5. Willowbrook Avenue (East)/Compton Boulevard;
6. Willowbrook Avenue (West)/Myrrh Street;
7. Willowbrook Avenue (East)/Myrrh Street;
8. Douglas Dollarhide Drive/Compton Boulevard;
9. Alameda Street (West)/Palmer Street;
10. Alameda Street (West)/Compton Boulevard;
11. Alameda Street (East)/Compton Boulevard;
12. Alameda Street (West)/Myrrh Street;
13. Alameda Street (East)/Myrrh Street;
14. Santa Fe Avenue/Rosecrans Avenue; and
15. Santa Fe Avenue/Compton Boulevard.



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Compton A Line Station TOD
City of Compton
Traffic Impact Analysis

Figure 3
Study Intersections

1.3 Study Periods

Traffic operations were evaluated for each of the following scenarios during the weekday a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak hours:

- Existing Conditions;
- Buildout Year 2040 Without Project Conditions; and
- Buildout Year 2040 With Project Conditions.

2.0 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway and transit system within the study area, and the methodology used to determine existing traffic volumes.

2.1 Roadway Configurations

The existing configuration of the roadways within the study area are described below:

- ***Compton Boulevard*** is a four-lane roadway running in an east-west direction that provides access to Compton Civic Center as well as the Compton Town Center and Renaissance shopping centers. On-street parking is provided on both sides of the roadway, and Class II bike lanes exist east of Alameda Street where the curb-to-curb roadway width is approximately 80 feet. The posted speed limit along Compton Boulevard is 35 miles per hour west of Alameda Street and 30 miles per hour east of Alameda Street.

- ***Rosecrans Avenue*** is a four-lane roadway oriented in an east-west direction. West of Willowbrook Avenue, the roadway is divided by a raised landscaped median. East of Willowbrook Avenue, the roadway is undivided in the study area. The posted speed limit is 40 miles per hour. The section of Rosecrans Avenue between Willowbrook Avenue and McDivitt Avenue is grade-separated, with a four-lane undivided flyover flanked by one-way coterminous frontage roads that are discontinuous at the Alameda Corridor trench. The roadway generally serves low-density commercial uses as well as Rosecrans Elementary School, with several other schools in close proximity.

- ***Alameda Street*** is a north-south oriented roadway separated into bidirectional eastern and western portions, with the Alameda Corridor trench running in between. Alameda Street East is a two-lane undivided roadway, while Alameda Street West is a four-lane roadway intermittently divided by an unraised median. Alameda Street East has a posted speed limit of 35 miles per hours, while Alameda Street West has a posted speed limit of 40 miles per hour. Both segments of Alameda Street provide access to a variety of industrial uses, though Alameda Street West also provides access to the Compton Town Center and Renaissance shopping centers and Alameda Street East provides access to Wilson Park.

- ***Willowbrook Avenue*** is a north-south oriented roadway separated into bi-directional eastern and western portions with the Metro Blue Line running in between the two. Both portions of Willowbrook

Avenue are two-lane undivided roadways. The posted speed limit is 35 miles per hour. The roadways generally serve residential uses on the opposite sides of the Blue Line tracks, but also provides access to the Compton Town Center and Renaissance shopping centers as well as the Compton Civic Center near its intersection with Compton Boulevard.

- ***Santa Fe Avenue*** is a four-lane roadway oriented in a north-south direction divided by both raised and unraised medians. On-street parking provided on both sides of the road as well as Class II bike lanes. The posted speed limit is 40 miles per hour. Santa Fe Avenue serves primarily residential uses as well as a number of religious and educational institutions.

- ***Oleander Avenue*** is a two-lane undivided roadway oriented in a north-south direction with on-street parking provided on both sides of the road. It is disjointed between Rosecrans Avenue and Compton Boulevard at Arbutus Street. It serves residential uses as well as Compton High School at Myrrh Street.

- ***Acacia Avenue*** is a north-south oriented roadway that is two lanes between Rosecrans Avenue and Compton Boulevard and four lanes from Compton Boulevard south to Myrrh Street. There is on-street parking provided on both sides of the road. It primarily serves residential uses, as well as Compton Civic Center and Compton High School.

- ***Elm Street*** is a two-lane undivided roadway oriented in an east-west direction with on-street parking provided on both sides of the road. It crosses the Metro Blue Line tracks at Willowbrook Avenue and the Alameda Corridor trench at Alameda Street. It serves almost entirely residential uses, though at its western terminus provides access to Davis Middle School.

- ***Palmer Street*** is a four-lane undivided roadway oriented in an east-west direction with on-street parking provided on both sides of the road. Its primary segment has its western terminus at Alameda Street, crossing the railroad tracks and spanning the Alameda Corridor trench, and primarily serving residential uses. However, there is a small, disjointed three-lane segment divided by an unraised median that intersects Willowbrook Avenue at Metro Blue Line's Compton Station.

- ***Myrrh Street*** is an east-west oriented roadway, primarily two-lane undivided, with one four-lane block divided by a raised median between Acacia Avenue and Willowbrook Avenue. Within the study area, on-street parking is allowed in both directions between Oleander Avenue and Acacia Avenue and between Willowbrook Avenue and Alameda Street. Myrrh Street crosses the Metro Blue Line tracks at Willowbrook Avenue as well as the Alameda Corridor trench at Alameda Street. It serves a mix of industrial and residential uses, as well as the Compton Civic Center and Compton High School.

2.2 Existing Public Transit

The Metro A Line serves the TOD area via the Compton Station located along Willowbrook Avenue approximately 500 feet north of Compton Boulevard. In 2018, the A Line had an average weekday ridership of

64,648 and an average daily ridership of 32,075 on Saturdays and 29,013 on Sundays[1].

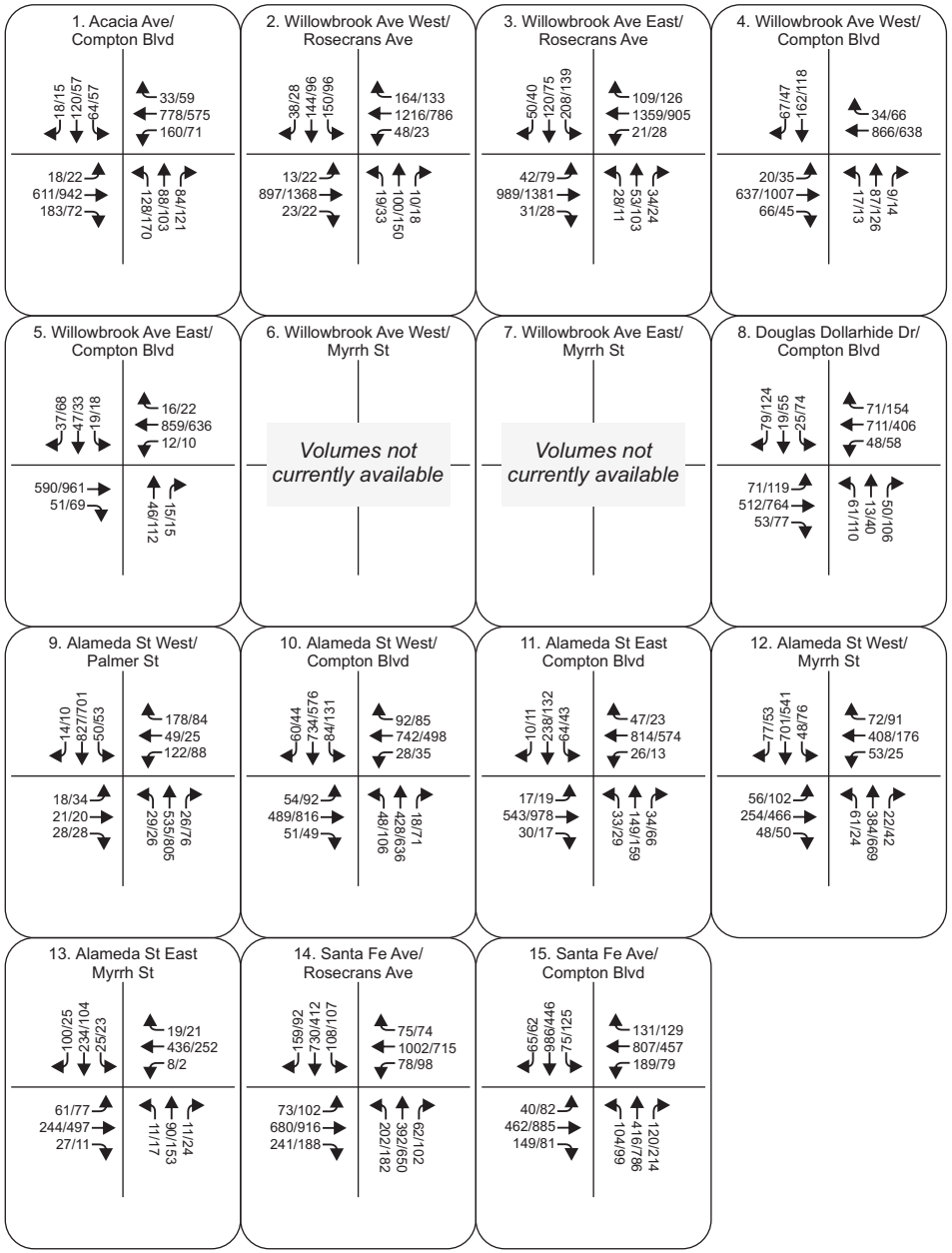
In addition to the Metro A Line rail service, the area is served by multiple bus lines. Metro operates local bus lines on most major corridors seven days a week within the TOD study area, including Compton Boulevard, Rosecrans Avenue, Santa Fe Avenue, and Willowbrook Avenue. The City of Compton's Renaissance Transit System operates multiple routes that loop across the city and offer stops in the study area such as the Metro A Line Station, Compton Towne Center, and Saint Timothy's Episcopal Church. Service is provided Monday through Friday, as well as Saturday. Finally, the City of Gardena' G Trans Line 3 bus loops through the TOD Study Area and provides service 7 days a week.

Table 1 below lists the transit lines within the TOD study area along with route and service descriptions.

2.3 Existing Traffic Volumes

Existing traffic counts were collected at the majority of the intersections in October 2019 while local schools were in session, avoiding any holiday-related shifts in traffic patterns. Based on coordination with City staff, traffic counts were collected at 13 of the 15 intersections within or adjacent to the TOD area. All intersection counts were conducted during the a.m. peak period (7:00 – 9:00) and p.m. peak period (4:00 – 6:00). Detailed traffic count data is included in **Appendix A**. **Figure 4** shows the existing peak hour intersection volumes. Note that intersection count data at two of the 15 intersections (Willowbrook Avenue (West and East)/Myrrh Street) was not available at the time of this draft report. These intersections were added to the study after the 2019 traffic counts were collected.

[1] *Source: Metro Interactive Estimated Ridership Stats:* http://isotp.metro.net/MetroRidership/IndexSys.aspx





Legend

X Study Intersection

XX/XX AM/PM Peak Hour Volume

Compton A Line Station TOD
City of Compton
Traffic Impact Analysis

Figure 4
Existing Peak Hour Intersection Volumes

3.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS "A" represents relatively free operating conditions with little or no delay. LOS "F" is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the intersection's design capacity. This results in long queues backing up from all approaches to intersections.

As a result of the study area consisting of multiple intersections with unique configurations, the study intersections were not analyzed using the Intersection Capacity Utilization (ICU) methodology which is typically used in jurisdictions within Los Angeles County. Rather, all study intersections were analyzed using the Synchro software package which utilizes the Highway Capacity Manual (HCM) methodology and is more suited to evaluate unique intersection configurations. The HCM methodology uses average vehicle delay, in seconds, as the metric for determining intersection LOS. **Table 1** presents the average delay associated with each LOS grade as well as a qualitative description of intersection operations at that grade.

Table 2: Intersection Level of Service Definitions

Level Of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80

Source: Highway Capacity Manual

4.0 EXISTING CONDITIONS

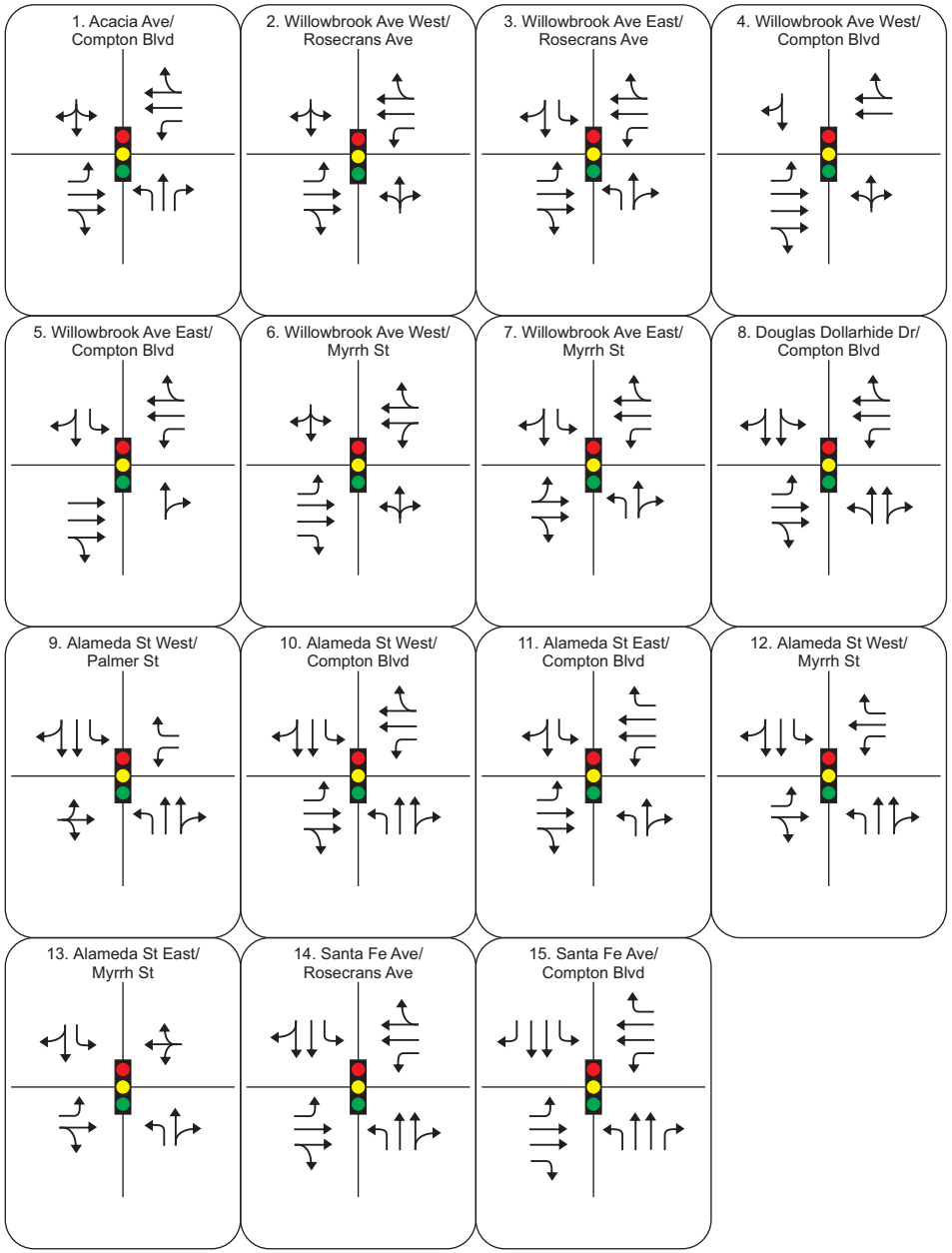
A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at study intersections. As mentioned, traffic counts used in this analysis were collected in October 2019, before the COVID-19 pandemic. **Figure 5** summarizes the existing intersection lane configurations. **Table 3** summarizes the existing LOS at the study intersections. LOS calculation sheets are provided in **Appendix B**.

Table 3: Existing Intersection Peak Hour LOS

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Acacia Ave/Compton Blvd	Signalized	24.6	C	23.0	C
2	Willowbrook Ave (West)/Rosecrans Ave	Signalized	12.1	B	14.0	B
3	Willowbrook Ave (East)/Rosecrans Ave	Signalized	17.8	B	11.0	B
4	Willowbrook Ave (West)/Compton Blvd	Signalized	10.9	B	9.7	A
5	Willowbrook Ave (East)/Compton Blvd	Signalized	9.6	A	7.4	A
6	Willowbrook Ave (West)/Myrrh St	Signalized	-	-	-	-
7	Willowbrook Ave (East)/Myrrh St	Signalized	-	-	-	-
8	Douglas Dollarhide Dr/Compton Blvd	Signalized	23.2	C	24.7	C
9	Alameda St (West)/Palmer St	Signalized	14.7	B	14.3	B
10	Alameda St (West)/Compton Blvd	Signalized	27.9	C	37.2	D
11	Alameda St (East)/Compton Blvd	Signalized	24.8	C	24.7	C
12	Alameda St (West)/Myrrh St	Signalized	18.9	B	18.4	B
13	Alameda St (East)/Myrrh St	Signalized	20.2	C	11.3	B
14	Santa Fe Ave/Rosecrans Ave	Signalized	38.7	D	35.9	D
15	Santa Fe Ave/Compton Blvd	Signalized	35.4	D	31.9	C

Notes:
s = seconds, LOS = Level of Service.

As shown in **Table 3**, the study intersections are currently operating at LOS D or better.





Compton A Line Station TOD
City of Compton
Traffic Impact Analysis

Figure 5
Existing Intersection Lane Configurations

5.0 BUILDOUT YEAR 2040 WITHOUT PROJECT CONDITIONS

This section presents the analysis of buildout year 2040 traffic conditions without the proposed project. The methodology for developing the future traffic volumes forecasts is discussed and intersection levels of service are calculated assuming circulation network conditions similar to existing within the study area.

5.1 Buildout Year 2040 Traffic Volume Development

Buildout year 2040 without project traffic volumes were developed using the Southern California Association of Governments (SCAG) RTP/SCS regional travel-demand model. The SCAG model includes long-range land use projections for the six-county SCAG region, including buildout projections within the City of Compton per the currently adopted General Plan. Peak period roadway link volumes in the model's base year and forecast year scenarios were compared in order to develop the estimated growth in ambient traffic within the area. The circulation network in the study area is assumed to be similar to the existing conditions network. The results of the model runs showed a growth in traffic of approximately seven percent between the base year and forecast year scenarios.

5.2 Intersection LOS

Utilizing the peak hour traffic volumes developed as described, a level of service analysis was conducted to evaluate buildout year 2040 without project intersection operations during the a.m. and p.m. peak hours. Peak hour intersection volumes are provided in **Appendix C**. **Table 4** summarizes the buildout year 2040 without project LOS at the study intersections. LOS calculation sheets are included in **Appendix B**.

Table 4: Buildout Year 2040 Without Project Intersection Peak Hour LOS

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Acacia Ave/Compton Blvd	Signalized	25.6	C	24.0	C
2	Willowbrook Ave (West)/Rosecrans Ave	Signalized	13.1	B	14.9	B
3	Willowbrook Ave (East)/Rosecrans Ave	Signalized	20.1	C	11.6	B
4	Willowbrook Ave (West)/Compton Blvd	Signalized	11.4	B	10.0	B
5	Willowbrook Ave (East)/Compton Blvd	Signalized	9.3	A	7.6	A
6	Willowbrook Ave (West)/Myrrh St	Signalized	-	-	-	-
7	Willowbrook Ave (East)/Myrrh St	Signalized	-	-	-	-
8	Douglas Dollarhide Dr/Compton Blvd	Signalized	24.1	C	25.4	C
9	Alameda St (West)/Palmer St	Signalized	15.5	B	15.1	B
10	Alameda St (West)/Compton Blvd	Signalized	29.2	C	39.9	D
11	Alameda St (East)/Compton Blvd	Signalized	25.7	C	25.9	C
12	Alameda St (West)/Myrrh St	Signalized	20.5	C	19.1	B
13	Alameda St (East)/Myrrh St	Signalized	22.5	C	12.3	B
14	Santa Fe Ave/Rosecrans Ave	Signalized	43.6	D	40.6	D
15	Santa Fe Ave/Compton Blvd	Signalized	40.8	D	34.0	C

Notes:
s = seconds, LOS = Level of Service.

As shown in **Table 4**, with the ambient growth in the study area, the study intersections are forecast to continue to operate at LOS D or better during the peak hours.

6.0 BUILDOUT YEAR 2040 WITH PROJECT CONDITIONS

This section presents the analysis traffic operations with the proposed project in buildout year 2040 conditions. Similar to the "without project" condition, buildout year 2040 with project traffic volumes were developed using the SCAG RTP/SCS regional travel-demand model. The TOD buildout land use plan developed by the project team, as approved by the City, was included within the appropriate Transportation Analysis Zones (TAZ's) in the model. In addition to buildout land use, the TOD plan includes circulation network modifications to enhance multimodal mobility and connectivity. These modifications include the following:

- Compton Walk Project, which includes a lane reduction along Compton Boulevard between Acacia Avenue and Santa Fe Avenue
- Conversion of Willowbrook Avenue (West and East) to a reverse couplet configuration between Rosecrans Avenue and Myrrh Street. The reverse couplet would consist of one-way northbound traffic flow on Willowbrook Avenue West and one-way southbound traffic flow on Willowbrook Avenue East.
- Roadway reconfiguration on Acacia Avenue to include a lane reduction between Compton Boulevard and Myrrh Street
- Conversion of Alameda Street East to a pedestrian and bicycle only corridor between Rosecrans Avenue and Compton Boulevard
- Extension of Tamarind Avenue through the Renaissance site to Compton Boulevard, south through the Towne Center site
- Extension of the frontage road portion of Rosecrans Avenue, south of the main Rosecrans Avenue, from Alameda Street West across the trench to connect with Alameda Street East.

Given the buildout land use plan, where opportunities sites are spread out within the TOD area, and multiple circulation network modifications (one-way traffic flow, removed lanes or roadways, etc), traffic patterns in the study area would be altered from current patterns. Thus, use of the SCAG RTP/SCS regional travel-demand model for generation of new vehicle trips and trip distribution is the most appropriate method of traffic volume development. Peak hour intersection volumes are provided in **Appendix C**.

6.1 Intersection Modifications

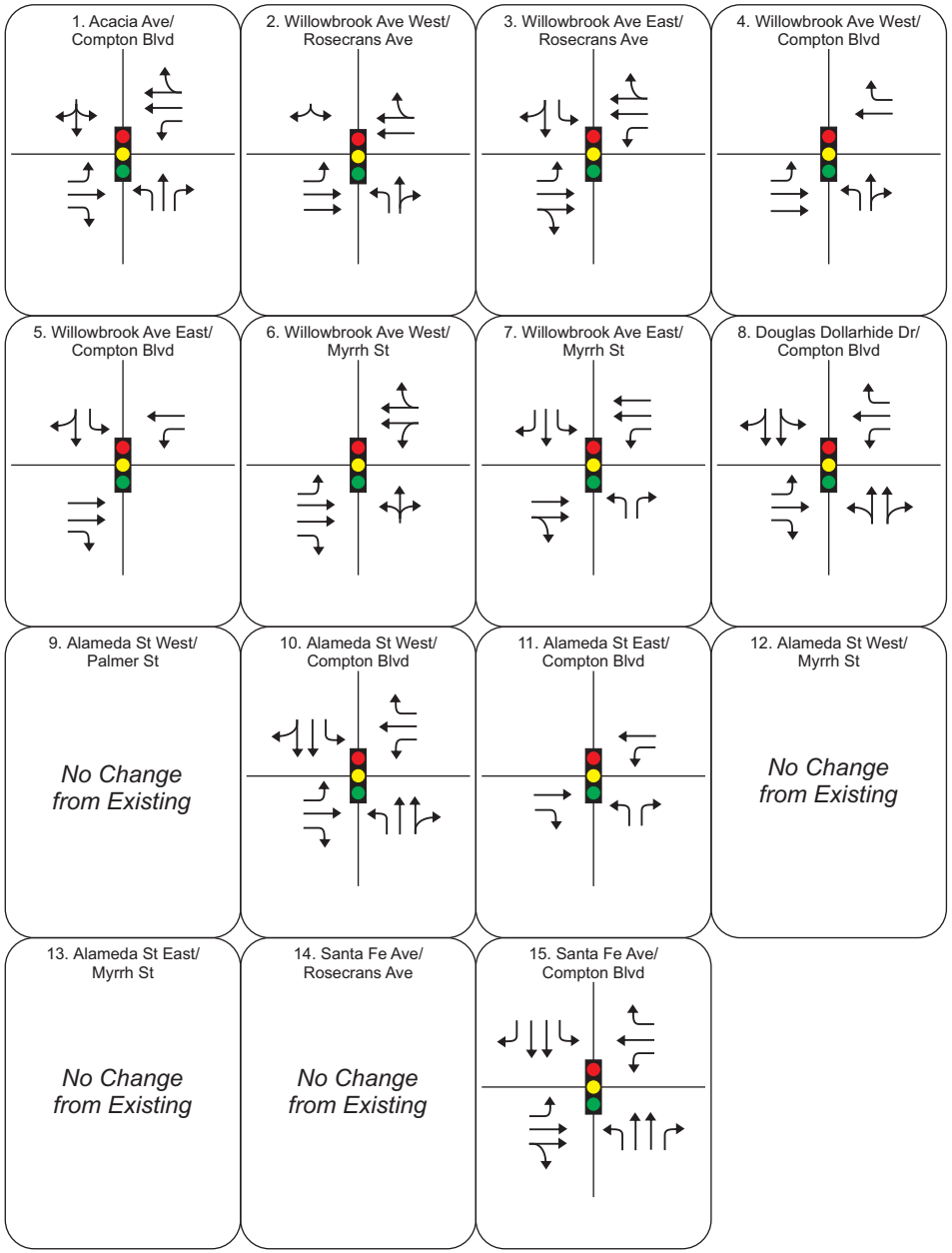
As part of the roadway network changes within the TOD plan, several intersection lane configurations would be modified. The following generally describes the modifications at the intersections:

- #1 Acacia Avenue/Compton Boulevard – As a result of the Compton Walk project, the eastbound Compton Boulevard approach would be modified to consist of one left-turn lane, one through lane, and one right-turn lane.
- #2 and 3 Willowbrook Avenue (West and East)/Rosecrans Avenue – With the reverse couplet configuration, at Willowbrook Avenue West, the southbound through movement, eastbound right-turn movement, and westbound left-turn movement would be removed. At Willowbrook

Avenue East, the northbound approach would be removed.

- #4 and 5 Willowbrook Avenue (West and East)/Compton Boulevard – With the reverse couplet configuration, the southbound approach at Willowbrook Avenue West and the northbound approach at Willowbrook Avenue East would be removed.
- #6 and 7 Willowbrook Avenue (West and East)/Myrrh Street – With the reverse couplet configuration, the southbound approach along Willowbrook Avenue West would be removed. At Willowbrook Avenue East, the through movement at the northbound approach would be removed.
- #8 Tamarind Avenue (Douglass Dollarhide Drive)/Compton Boulevard – As a result of the Compton Walk project, the eastbound and westbound Compton Boulevard approaches would be modified to consist of one left-turn lane, one through lane, and one right-turn lane.
- #11 Alameda Street (East)/Compton Boulevard – With the conversion of Alameda Street East to a pedestrian/bicycle-only facility north of Compton Boulevard, the southbound vehicle approach would be removed.
- #15 Santa Fe Avenue/Compton Boulevard – As a result of the Compton Walk project, the westbound Compton Boulevard approach would be modified to consist of one left-turn lane, one through lane, and one right-turn lane.

Figure 6 shows the intersection lane configurations for buildout year 2040 with project conditions, for the modified intersections described.





Compton A Line Station TOD
City of Compton
Traffic Impact Analysis

Figure 6
Buildout Year 2040 With Project Intersection Lane Configurations

6.2 Intersection LOS

Table 5 summarizes the buildout year 2040 with project LOS at the study intersections. LOS calculation sheets are included in **Appendix B**.

Table 5: Buildout Year 2040 With Project Intersection Peak Hour LOS

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Acacia Ave/Compton Blvd	Signalized	32.9	C	35.7	D
2	Willowbrook Ave (West)/Rosecrans Ave	Signalized	15.2	B	17.4	B
3	Willowbrook Ave (East)/Rosecrans Ave	Signalized	26.7	C	17.0	B
4	Willowbrook Ave (West)/Compton Blvd	Signalized	17.5	B	19.3	B
5	Willowbrook Ave (East)/Compton Blvd	Signalized	17.1	B	12.4	B
6	Willowbrook Ave (West)/Myrrh St	Signalized	-	-	-	-
7	Willowbrook Ave (East)/Myrrh St	Signalized	-	-	-	-
8	Douglas Dollarhide Dr/Compton Blvd	Signalized	32.8	C	37.7	D
9	Alameda St (West)/Palmer St	Signalized	37.7	D	49.3	D
10	Alameda St (West)/Compton Blvd	Signalized	52.1	D	**77.4**	**E**
11	Alameda St (East)/Compton Blvd	Signalized	41.4	D	**75.5**	**E**
12	Alameda St (West)/Myrrh St	Signalized	**64.5**	**E**	28.9	C
13	Alameda St (East)/Myrrh St	Signalized	54.7	D	13.7	B
14	Santa Fe Ave/Rosecrans Ave	Signalized	**60.8**	**E**	48.9	D
15	Santa Fe Ave/Compton Blvd	Signalized	**87.8**	**F**	37.7	D

Notes:
s = seconds, LOS = Level of Service.

As shown in **Table 5**, as a result of land use buildout and roadway capacity reduction, a few intersections along Alameda Street and Santa Fe Avenues are forecast to operate at LOS E or F in a particular peak hour. Intersection LOS E, and sometimes LOS F, is considered, in many jurisdictions, to be acceptable operations along major arterials within urban downtown areas and/or transit-oriented districts during peak commuting hours. The reasoning is that motorist expectations of travel speeds and delay are different in areas with high density land use than in lower density areas, during the peak weekday commuting hours.

One of the overarching goals of the Specific Plan is to create a district that is viewed as a destination, serving multiple modes of transportation, rather than a “pass-through” area to only serve vehicle traffic at high speeds. However, a trade-off that comes with this approach is that vehicle delay at signalized intersections, where roadway striping has been converted to better serve multimodal transportation, increases as compared to current conditions.

A potential improvement measure at the Alameda Street (West and East)/Compton Boulevard intersection pair could be to remove the northbound left-turn movement at the Alameda Street East intersection, resulting in only a northbound right-turn movement. This movement could then coincide (i.e., overlap) with the westbound left-turn movement. Removal of the northbound left-turn movement would then reduce volumes at the westbound through movement of the Alameda Street West intersection. However, the traffic volumes removed from the northbound left-turn movement at Alameda Street East would likely divert to the northbound left-turn movement at the Alameda Street West intersection.

7.0 CONCLUSIONS

The project consists of the development of a Compton A Line Station TOD Specific Plan to govern development of a mix of uses, including commercial, public/institutional, and residential uses. The TOD encompasses the land parcels generally within a half-mile radius of the existing Compton Station on Metro's A Line in the City of Compton.

The study intersections in the vicinity of the Compton Station, evaluated in the report, are currently operating at LOS D or better during peak hour. With the ambient growth in the study area, the study intersections are forecast to continue to operate at LOS D or better during the peak hours in buildout year 2040 without project conditions.

In addition to buildout land use, the TOD plan includes circulation network modifications to enhance multimodal mobility and connectivity. As a result of land use buildout and roadway capacity modifications, a few intersections along Alameda Street and Santa Fe Avenues are forecast to operate at LOS E or F in a particular peak hour. Intersection LOS E, and sometimes LOS F, is considered, in many jurisdictions, to be acceptable operations along major arterials within urban downtown areas and/or transit-oriented districts during peak commuting hours. The reasoning is that motorist expectation of travel speeds and delay are different in areas with high density land use than in low density areas, during the peak weekday commuting hours.

One of the overarching goals of the Specific Plan is to create a district that is viewed as a destination, serving multiple modes of transportation, rather than a "pass-through" area to only serve vehicle traffic at high speeds. However, a trade-off that comes with this approach is that vehicle delay at signalized intersections, where roadway striping has been converted to better serve multimodal transportation, increases as compared to current conditions.

Compton Station
Transit-Oriented Development (TOD)
Traffic Impact Analysis
Technical Appendix

Submitted to:

J# 10490 | Prepared by **Iteris, Inc.**

Innovating Through Informatics™

APPENDIX A – EXISTING TRAFFIC COUNT DATA

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Compton
N/S: Acacia Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 02_CPT_Acacia_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

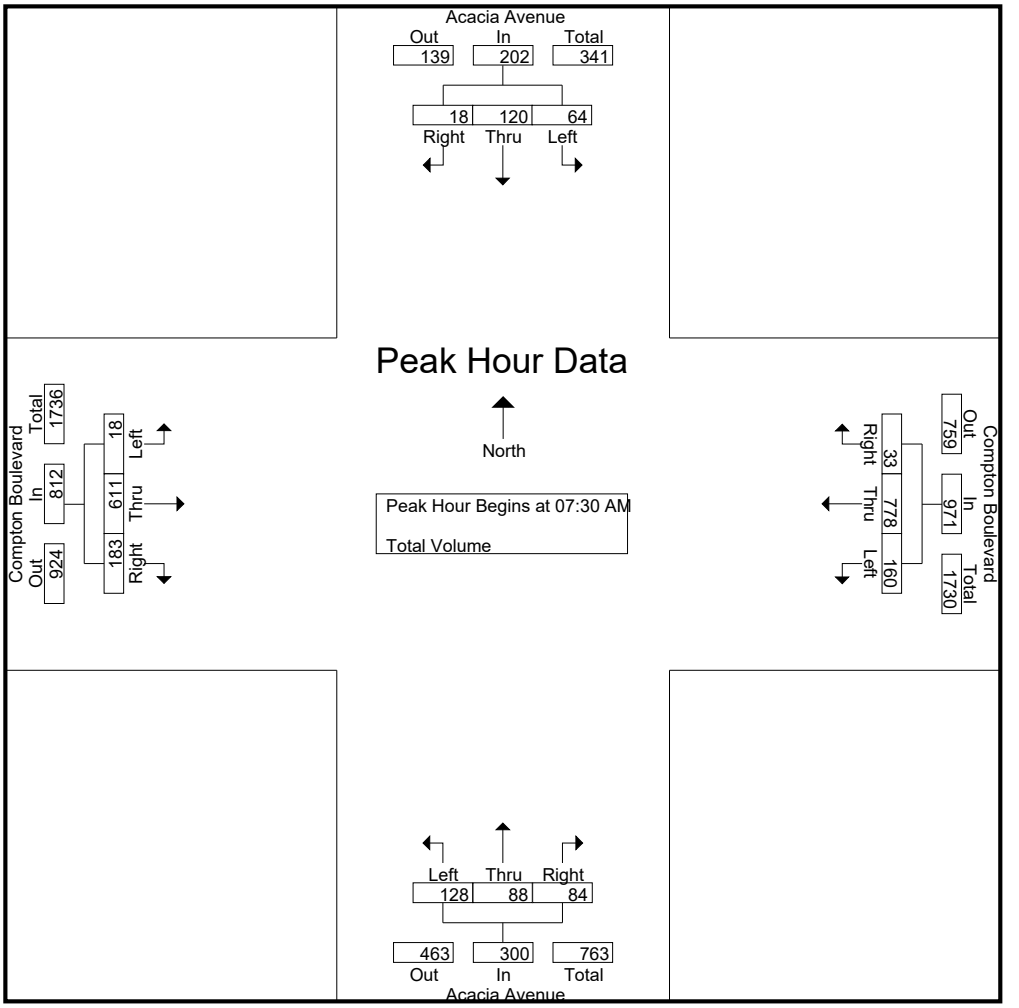
	Acacia Avenue Southbound				Compton Boulevard Westbound				Acacia Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	7	7	28	14	151	4	169	13	3	13	29	1	96	16	113	339
07:15 AM	14	11	3	28	25	144	12	181	18	4	8	30	1	120	26	147	386
07:30 AM	19	19	9	47	40	170	9	219	36	15	13	64	2	129	36	167	497
07:45 AM	12	38	3	53	42	231	9	282	36	24	15	75	7	160	49	216	626
Total	59	75	22	156	121	696	34	851	103	46	49	198	11	505	127	643	1848
08:00 AM	15	46	3	64	38	196	5	239	30	29	34	93	2	174	47	223	619
08:15 AM	18	17	3	38	40	181	10	231	26	20	22	68	7	148	51	206	543
08:30 AM	16	13	4	33	34	161	9	204	38	16	16	70	1	116	43	160	467
08:45 AM	11	7	4	22	26	162	7	195	18	10	23	51	1	108	37	146	414
Total	60	83	14	157	138	700	31	869	112	75	95	282	11	546	178	735	2043
Grand Total	119	158	36	313	259	1396	65	1720	215	121	144	480	22	1051	305	1378	3891
Apprch %	38	50.5	11.5		15.1	81.2	3.8		44.8	25.2	30		1.6	76.3	22.1		
Total %	3.1	4.1	0.9	8	6.7	35.9	1.7	44.2	5.5	3.1	3.7	12.3	0.6	27	7.8	35.4	

	Acacia Avenue Southbound				Compton Boulevard Westbound				Acacia Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**19**	19	**9**	47	40	170	9	219	**36**	15	13	64	2	129	36	167	497
07:45 AM	12	38	3	53	**42**	**231**	9	**282**	36	24	15	75	**7**	160	49	216	**626**
08:00 AM	15	**46**	3	**64**	38	196	5	239	30	**29**	**34**	**93**	2	**174**	47	**223**	619
08:15 AM	18	17	3	38	40	181	**10**	231	26	20	22	68	7	148	**51**	206	543
Total Volume	64	120	18	202	160	778	33	971	128	88	84	300	18	611	183	812	2285
% App. Total	31.7	59.4	8.9		16.5	80.1	3.4		42.7	29.3	28		2.2	75.2	22.5		
PHF	.842	.652	.500	.789	.952	.842	.825	.861	.889	.759	.618	.806	.643	.878	.897	.910	.913

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City of Compton
N/S: Acacia Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 02_CPT_Acacia_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	**19**	19	**9**	47	40	170	9	219	36	24	15	75	2	129	36	167
+15 mins.	12	38	3	53	**42**	**231**	9	**282**	30	**29**	**34**	**93**	**7**	160	49	216
+30 mins.	15	**46**	3	**64**	38	196	5	239	26	20	22	68	2	**174**	47	**223**
+45 mins.	18	17	3	38	40	181	**10**	231	**38**	16	16	70	7	148	**51**	206
Total Volume	64	120	18	202	160	778	33	971	130	89	87	306	18	611	183	812
% App. Total	31.7	59.4	8.9		16.5	80.1	3.4		42.5	29.1	28.4		2.2	75.2	22.5	
PHF	.842	.652	.500	.789	.952	.842	.825	.861	.855	.767	.640	.823	.643	.878	.897	.910

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City of Compton
N/S: Acacia Avenue
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Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

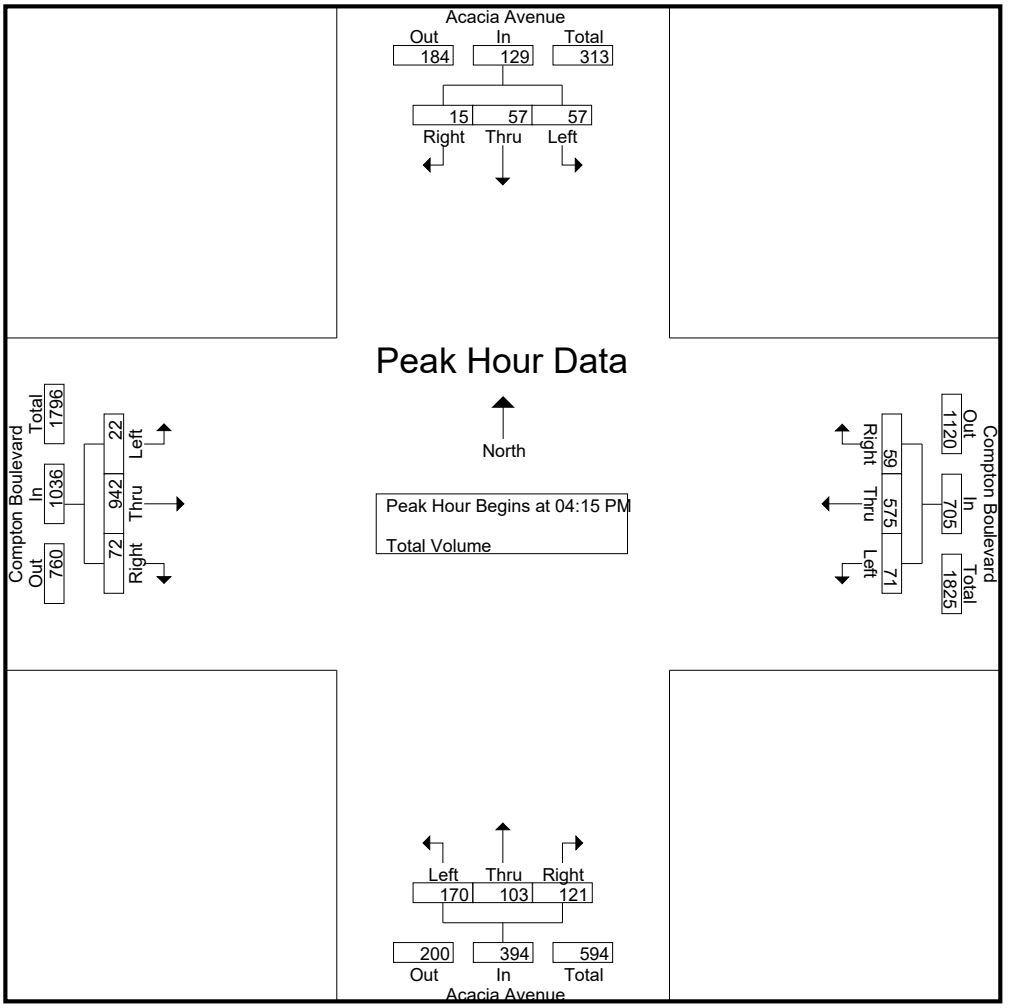
	Acacia Avenue Southbound				Compton Boulevard Westbound				Acacia Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	7	4	27	17	123	12	152	44	19	38	101	3	223	23	249	529
04:15 PM	19	12	4	35	13	134	15	162	47	28	25	100	7	227	24	258	555
04:30 PM	13	15	4	32	16	160	10	186	48	25	49	122	9	226	12	247	587
04:45 PM	11	10	3	24	23	143	19	185	26	19	24	69	4	266	15	285	563
Total	59	44	15	118	69	560	56	685	165	91	136	392	23	942	74	1039	2234
05:00 PM	14	20	4	38	19	138	15	172	49	31	23	103	2	223	21	246	559
05:15 PM	6	12	3	21	17	132	13	162	51	24	21	96	3	211	28	242	521
05:30 PM	19	14	2	35	11	119	11	141	36	23	27	86	7	215	21	243	505
05:45 PM	12	19	4	35	11	130	12	153	24	20	25	69	8	241	13	262	519
Total	51	65	13	129	58	519	51	628	160	98	96	354	20	890	83	993	2104
Grand Total	110	109	28	247	127	1079	107	1313	325	189	232	746	43	1832	157	2032	4338
Apprch %	44.5	44.1	11.3		9.7	82.2	8.1		43.6	25.3	31.1		2.1	90.2	7.7		
Total %	2.5	2.5	0.6	5.7	2.9	24.9	2.5	30.3	7.5	4.4	5.3	17.2	1	42.2	3.6	46.8	

	Acacia Avenue Southbound				Compton Boulevard Westbound				Acacia Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**19**	12	**4**	35	13	134	15	162	47	28	25	100	7	227	**24**	258	555
04:30 PM	13	15	4	32	16	**160**	10	**186**	48	25	**49**	**122**	**9**	226	12	247	**587**
04:45 PM	11	10	3	24	**23**	143	**19**	185	26	19	24	69	4	**266**	15	**285**	563
05:00 PM	14	**20**	4	**38**	19	138	15	172	**49**	**31**	23	103	2	223	21	246	559
Total Volume	57	57	15	129	71	575	59	705	170	103	121	394	22	942	72	1036	2264
% App. Total	44.2	44.2	11.6		10.1	81.6	8.4		43.1	26.1	30.7		2.1	90.9	6.9		
PHF	.750	.713	.938	.849	.772	.898	.776	.948	.867	.831	.617	.807	.611	.885	.750	.909	.964

Counts Unlimited
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File Name : 02_CPT_Acacia_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	**19**	12	**4**	35	13	134	15	162	47	28	25	100	3	223	23	249
+15 mins.	13	15	4	32	16	**160**	10	**186**	48	25	**49**	**122**	7	227	**24**	258
+30 mins.	11	10	3	24	**23**	143	**19**	185	26	19	24	69	**9**	226	12	247
+45 mins.	14	**20**	4	**38**	19	138	15	172	**49**	**31**	23	103	4	**266**	15	**285**
Total Volume	57	57	15	129	71	575	59	705	170	103	121	394	23	942	74	1039
% App. Total	44.2	44.2	11.6		10.1	81.6	8.4		43.1	26.1	30.7		2.2	90.7	7.1	
PHF	.750	.713	.938	.849	.772	.898	.776	.948	.867	.831	.617	.807	.639	.885	.771	.911

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City of Compton
N/S: Willowbrook Avenue West
E/W: Rosecrans Avenue
Weather: Clear

File Name : 03_CPT_Willow W_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

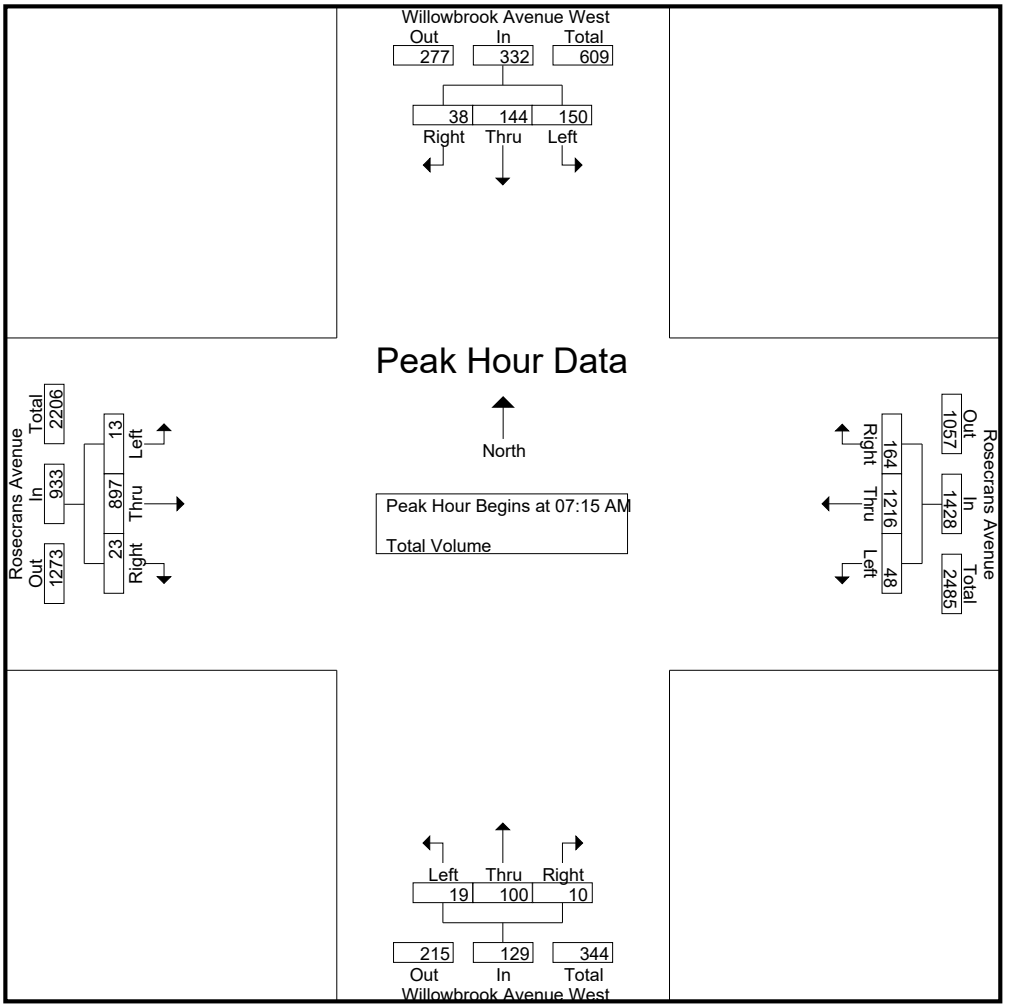
	Willowbrook Avenue West Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue West Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	30	18	11	59	5	217	25	247	4	13	1	18	2	171	5	178	502
07:15 AM	40	27	4	71	10	267	45	322	2	18	1	21	1	229	4	234	648
07:30 AM	41	28	8	77	14	364	37	415	3	28	2	33	2	208	6	216	741
07:45 AM	38	46	15	99	10	308	48	366	11	27	4	42	5	241	8	254	761
Total	149	119	38	306	39	1156	155	1350	20	86	8	114	10	849	23	882	2652
08:00 AM	31	43	11	85	14	277	34	325	3	27	3	33	5	219	5	229	672
08:15 AM	15	29	13	57	5	195	23	223	5	29	2	36	6	184	7	197	513
08:30 AM	36	24	7	67	3	201	16	220	8	19	5	32	4	193	1	198	517
08:45 AM	25	17	7	49	6	154	23	183	6	20	11	37	1	133	7	141	410
Total	107	113	38	258	28	827	96	951	22	95	21	138	16	729	20	765	2112
Grand Total	256	232	76	564	67	1983	251	2301	42	181	29	252	26	1578	43	1647	4764
Apprch %	45.4	41.1	13.5		2.9	86.2	10.9		16.7	71.8	11.5		1.6	95.8	2.6		
Total %	5.4	4.9	1.6	11.8	1.4	41.6	5.3	48.3	0.9	3.8	0.6	5.3	0.5	33.1	0.9	34.6	

	Willowbrook Avenue West Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue West Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	40	27	4	71	10	267	45	322	2	18	1	21	1	229	4	234	648
07:30 AM	**41**	28	8	77	**14**	**364**	37	**415**	3	**28**	2	33	2	208	6	216	741
07:45 AM	38	**46**	**15**	**99**	10	308	**48**	366	**11**	27	**4**	**42**	**5**	**241**	**8**	**254**	**761**
08:00 AM	31	43	11	85	14	277	34	325	3	27	3	33	5	219	5	229	672
Total Volume	150	144	38	332	48	1216	164	1428	19	100	10	129	13	897	23	933	2822
% App. Total	45.2	43.4	11.4		3.4	85.2	11.5		14.7	77.5	7.8		1.4	96.1	2.5		
PHF	.915	.783	.633	.838	.857	.835	.854	.860	.432	.893	.625	.768	.650	.930	.719	.918	.927

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City of Compton
N/S: Willowbrook Avenue West
E/W: Rosecrans Avenue
Weather: Clear

File Name : 03_CPT_Willow W_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	40	27	4	71	10	267	45	322	3	28	2	33	1	229	4	234
+15 mins.	**41**	28	8	77	**14**	**364**	37	**415**	**11**	27	**4**	**42**	2	208	6	216
+30 mins.	38	**46**	**15**	**99**	10	308	**48**	366	3	27	3	33	**5**	**241**	**8**	**254**
+45 mins.	31	43	11	85	14	277	34	325	5	**29**	2	36	5	219	5	229
Total Volume	150	144	38	332	48	1216	164	1428	22	111	11	144	13	897	23	933
% App. Total	45.2	43.4	11.4		3.4	85.2	11.5		15.3	77.1	7.6		1.4	96.1	2.5	
PHF	.915	.783	.633	.838	.857	.835	.854	.860	.500	.957	.688	.857	.650	.930	.719	.918

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Groups Printed- Total Volume

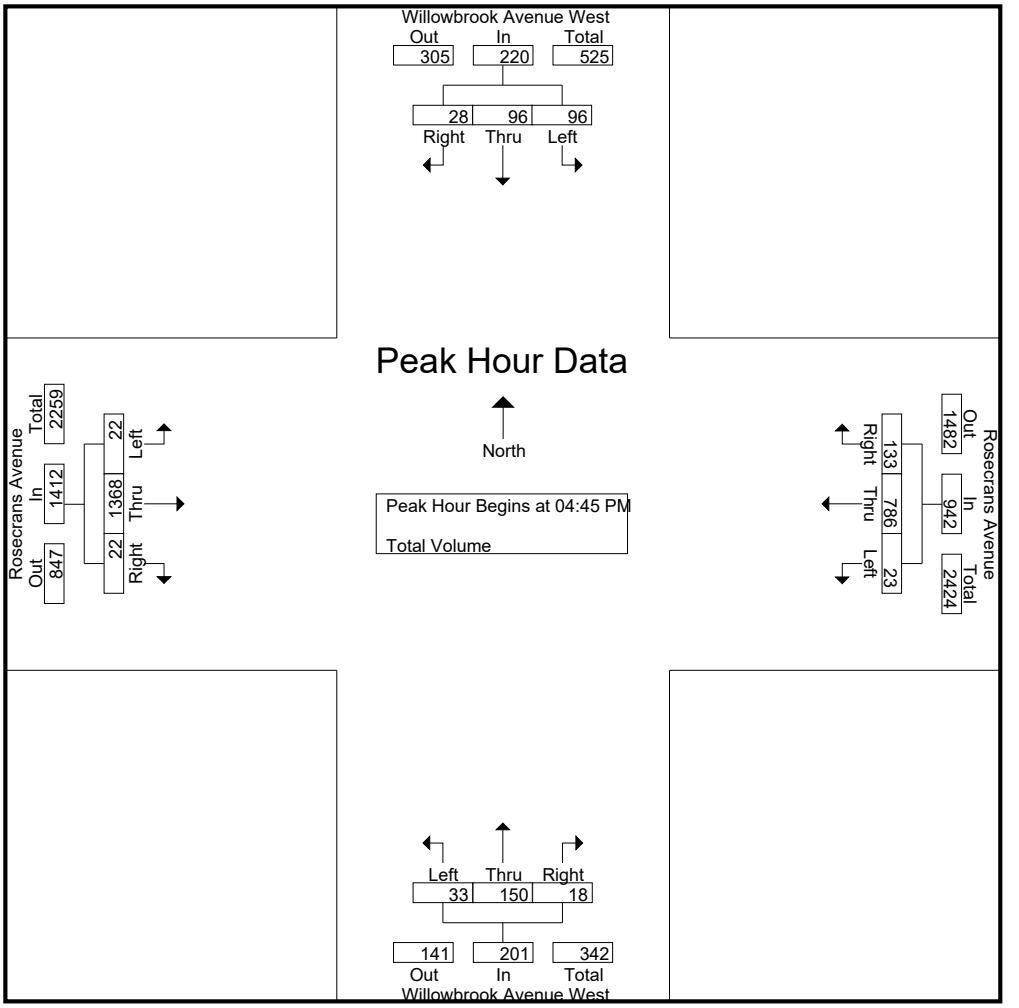
	Willowbrook Avenue West Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue West Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	20	6	51	7	211	31	249	6	36	3	45	6	275	7	288	633
04:15 PM	32	27	2	61	10	186	29	225	5	35	2	42	6	298	13	317	645
04:30 PM	28	19	5	52	6	189	43	238	9	23	4	36	11	309	7	327	653
04:45 PM	22	33	8	63	6	196	26	228	6	43	6	55	4	351	6	361	707
Total	107	99	21	227	29	782	129	940	26	137	15	178	27	1233	33	1293	2638
05:00 PM	32	17	5	54	6	191	43	240	10	36	4	50	4	351	5	360	704
05:15 PM	21	21	8	50	6	208	34	248	11	31	3	45	5	326	6	337	680
05:30 PM	21	25	7	53	5	191	30	226	6	40	5	51	9	340	5	354	684
05:45 PM	28	19	6	53	6	199	30	235	4	29	4	37	8	297	6	311	636
Total	102	82	26	210	23	789	137	949	31	136	16	183	26	1314	22	1362	2704
Grand Total	209	181	47	437	52	1571	266	1889	57	273	31	361	53	2547	55	2655	5342
Apprch %	47.8	41.4	10.8		2.8	83.2	14.1		15.8	75.6	8.6		2	95.9	2.1		
Total %	3.9	3.4	0.9	8.2	1	29.4	5	35.4	1.1	5.1	0.6	6.8	1	47.7	1	49.7	

	Willowbrook Avenue West Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue West Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	22	**33**	**8**	**63**	**6**	196	26	228	6	**43**	**6**	**55**	4	**351**	**6**	**361**	**707**
05:00 PM	**32**	17	5	54	6	191	**43**	240	10	36	4	50	4	351	5	360	704
05:15 PM	21	21	8	50	6	**208**	34	**248**	**11**	31	3	45	5	326	6	337	680
05:30 PM	21	25	7	53	5	191	30	226	6	40	5	51	**9**	340	5	354	684
Total Volume	96	96	28	220	23	786	133	942	33	150	18	201	22	1368	22	1412	2775
% App. Total	43.6	43.6	12.7		2.4	83.4	14.1		16.4	74.6	9		1.6	96.9	1.6		
PHF	.750	.727	.875	.873	.958	.945	.773	.950	.750	.872	.750	.914	.611	.974	.917	.978	.981

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Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	**32**	27	2	61	**6**	189	**43**	238	6	**43**	**6**	**55**	4	**351**	**6**	**361**
+15 mins.	28	19	5	52	6	196	26	228	10	36	4	50	4	351	5	360
+30 mins.	22	**33**	**8**	**63**	6	191	43	240	**11**	31	3	45	5	326	6	337
+45 mins.	32	17	5	54	6	**208**	34	**248**	6	40	5	51	**9**	340	5	354
Total Volume	114	96	20	230	24	784	146	954	33	150	18	201	22	1368	22	1412
% App. Total	49.6	41.7	8.7		2.5	82.2	15.3		16.4	74.6	9		1.6	96.9	1.6	
PHF	.891	.727	.625	.913	1.000	.942	.849	.962	.750	.872	.750	.914	.611	.974	.917	.978

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City of Compton
N/S: Willowbrook Avenue East
E/W: Rosecrans Avenue
Weather: Clear

File Name : 04_CPT_Willow E_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

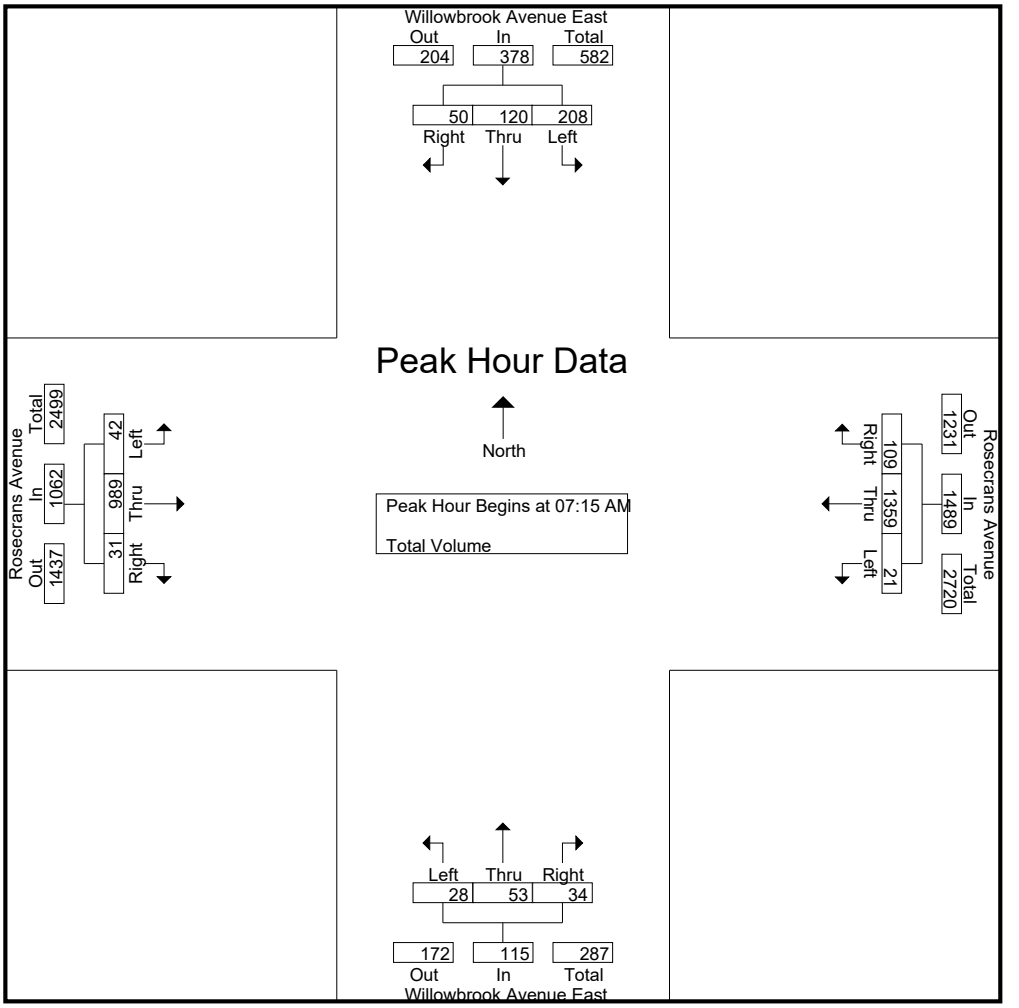
	Willowbrook Avenue East Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue East Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	16	8	52	5	234	11	250	5	8	6	19	8	185	6	199	520
07:15 AM	35	29	11	75	3	318	23	344	2	14	10	26	7	261	5	273	718
07:30 AM	55	28	10	93	6	392	26	424	9	21	6	36	9	233	6	248	801
07:45 AM	62	34	19	115	10	341	27	378	11	10	12	33	12	264	10	286	812
Total	180	107	48	335	24	1285	87	1396	27	53	34	114	36	943	27	1006	2851
08:00 AM	56	29	10	95	2	308	33	343	6	8	6	20	14	231	10	255	713
08:15 AM	34	35	6	75	2	217	26	245	5	11	3	19	15	179	7	201	540
08:30 AM	39	15	11	65	3	205	12	220	7	13	7	27	9	221	6	236	548
08:45 AM	23	24	8	55	6	173	15	194	4	9	6	19	10	153	7	170	438
Total	152	103	35	290	13	903	86	1002	22	41	22	85	48	784	30	862	2239
Grand Total	332	210	83	625	37	2188	173	2398	49	94	56	199	84	1727	57	1868	5090
Apprch %	53.1	33.6	13.3		1.5	91.2	7.2		24.6	47.2	28.1		4.5	92.5	3.1		
Total %	6.5	4.1	1.6	12.3	0.7	43	3.4	47.1	1	1.8	1.1	3.9	1.7	33.9	1.1	36.7	

	Willowbrook Avenue East Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue East Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	35	29	11	75	3	318	23	344	2	14	10	26	7	261	5	273	718
07:30 AM	55	28	10	93	6	**392**	26	**424**	9	**21**	6	**36**	9	233	6	248	801
07:45 AM	**62**	**34**	**19**	**115**	**10**	341	27	378	**11**	10	**12**	33	12	**264**	**10**	**286**	**812**
08:00 AM	56	29	10	95	2	308	**33**	343	6	8	6	20	**14**	231	10	255	713
Total Volume	208	120	50	378	21	1359	109	1489	28	53	34	115	42	989	31	1062	3044
% App. Total	55	31.7	13.2		1.4	91.3	7.3		24.3	46.1	29.6		4	93.1	2.9		
PHF	.839	.882	.658	.822	.525	.867	.826	.878	.636	.631	.708	.799	.750	.937	.775	.928	.937

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City of Compton
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E/W: Rosecrans Avenue
Weather: Clear

File Name : 04_CPT_Willow E_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	35	29	11	75	3	318	23	344	2	14	10	26	7	261	5	273
+15 mins.	55	28	10	93	6	**392**	26	**424**	9	**21**	6	**36**	9	233	6	248
+30 mins.	**62**	**34**	**19**	**115**	**10**	341	27	378	**11**	10	**12**	33	12	**264**	**10**	**286**
+45 mins.	56	29	10	95	2	308	**33**	343	6	8	6	20	**14**	231	10	255
Total Volume	208	120	50	378	21	1359	109	1489	28	53	34	115	42	989	31	1062
% App. Total	55	31.7	13.2		1.4	91.3	7.3		24.3	46.1	29.6		4	93.1	2.9	
PHF	.839	.882	.658	.822	.525	.867	.826	.878	.636	.631	.708	.799	.750	.937	.775	.928

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City of Compton
N/S: Willowbrook Avenue East
E/W: Rosecrans Avenue
Weather: Clear

File Name : 04_CPT_Willow E_Rosecrans PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

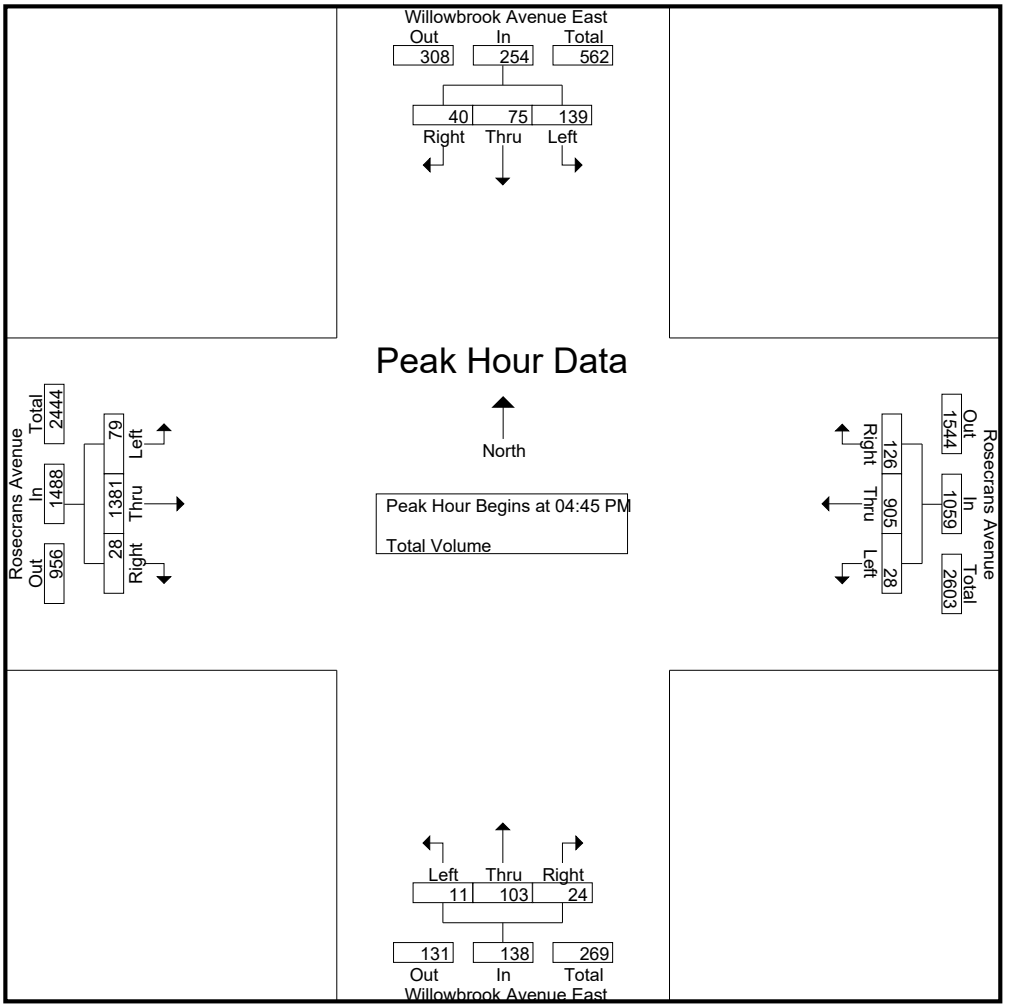
	Willowbrook Avenue East Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue East Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	25	7	63	11	244	32	287	6	22	5	33	19	282	6	307	690
04:15 PM	36	24	15	75	2	212	25	239	1	19	4	24	11	309	8	328	666
04:30 PM	41	23	13	77	4	220	42	266	7	26	6	39	18	316	7	341	723
04:45 PM	26	19	7	52	8	223	27	258	3	29	11	43	20	356	6	382	735
Total	134	91	42	267	25	899	126	1050	17	96	26	139	68	1263	27	1358	2814
05:00 PM	39	23	9	71	9	234	29	272	1	14	3	18	15	358	10	383	744
05:15 PM	36	14	12	62	8	230	43	281	4	31	6	41	25	324	3	352	736
05:30 PM	38	19	12	69	3	218	27	248	3	29	4	36	19	343	9	371	724
05:45 PM	42	32	12	86	1	218	28	247	5	19	8	32	10	311	12	333	698
Total	155	88	45	288	21	900	127	1048	13	93	21	127	69	1336	34	1439	2902
Grand Total	289	179	87	555	46	1799	253	2098	30	189	47	266	137	2599	61	2797	5716
Apprch %	52.1	32.3	15.7		2.2	85.7	12.1		11.3	71.1	17.7		4.9	92.9	2.2		
Total %	5.1	3.1	1.5	9.7	0.8	31.5	4.4	36.7	0.5	3.3	0.8	4.7	2.4	45.5	1.1	48.9	

	Willowbrook Avenue East Southbound				Rosecrans Avenue Westbound				Willowbrook Avenue East Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	26	19	7	52	8	223	27	258	3	29	**11**	**43**	20	356	6	382	735
05:00 PM	**39**	**23**	9	**71**	**9**	**234**	29	272	1	14	3	18	15	**358**	**10**	**383**	**744**
05:15 PM	36	14	**12**	62	8	230	**43**	**281**	**4**	**31**	6	41	**25**	324	3	352	736
05:30 PM	38	19	12	69	3	218	27	248	3	29	4	36	19	343	9	371	724
Total Volume	139	75	40	254	28	905	126	1059	11	103	24	138	79	1381	28	1488	2939
% App. Total	54.7	29.5	15.7		2.6	85.5	11.9		8	74.6	17.4		5.3	92.8	1.9		
PHF	.891	.815	.833	.894	.778	.967	.733	.942	.688	.831	.545	.802	.790	.964	.700	.971	.988

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E/W: Rosecrans Avenue
Weather: Clear

File Name : 04_CPT_Willow E_Rosecrans PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	39	23	9	71	4	220	42	266	**7**	26	6	39	20	356	6	382
+15 mins.	36	14	**12**	62	8	223	27	258	3	29	**11**	**43**	15	**358**	**10**	**383**
+30 mins.	38	19	12	69	**9**	**234**	29	272	1	14	3	18	**25**	324	3	352
+45 mins.	**42**	**32**	12	**86**	8	230	**43**	**281**	4	**31**	6	41	19	343	9	371
Total Volume	155	88	45	288	29	907	141	1077	15	100	26	141	79	1381	28	1488
% App. Total	53.8	30.6	15.6		2.7	84.2	13.1		10.6	70.9	18.4		5.3	92.8	1.9	
PHF	.923	.688	.938	.837	.806	.969	.820	.958	.536	.806	.591	.820	.790	.964	.700	.971

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City of Compton
N/S: Willowbrook Avenue West
E/W: Compton Boulevard
Weather: Clear

File Name : 05_CPT_Willow W_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

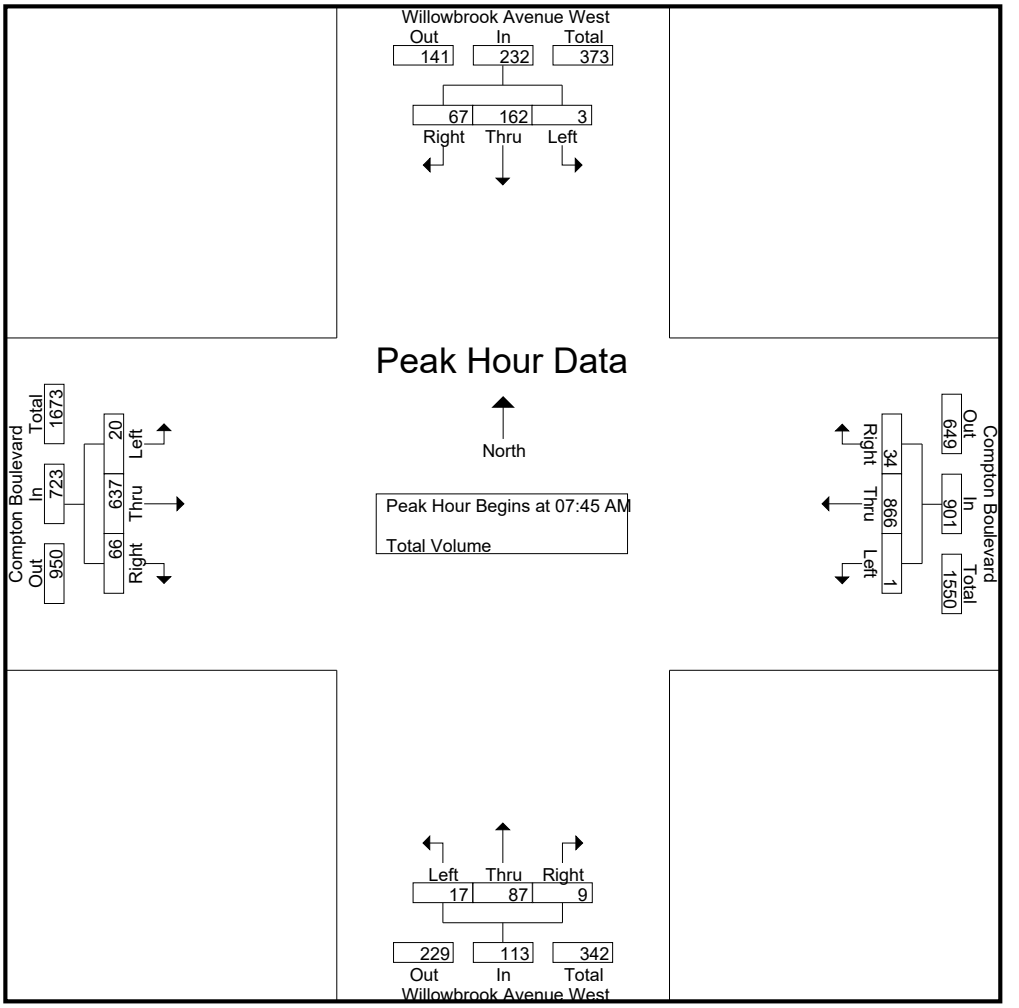
	Willowbrook Avenue West Southbound				Compton Boulevard Westbound				Willowbrook Avenue West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	40	15	55	1	155	6	162	0	13	1	14	4	103	10	117	348
07:15 AM	1	37	11	49	0	160	5	165	5	18	1	24	4	129	11	144	382
07:30 AM	0	43	17	60	1	181	4	186	1	24	0	25	5	136	9	150	421
07:45 AM	0	52	23	75	1	263	3	267	6	30	1	37	4	178	9	191	570
Total	1	172	66	239	3	759	18	780	12	85	3	100	17	546	39	602	1721
08:00 AM	1	51	13	65	0	187	7	194	5	23	4	32	9	180	23	212	503
08:15 AM	1	38	17	56	0	209	9	218	3	19	4	26	3	155	14	172	472
08:30 AM	1	21	14	36	0	207	15	222	3	15	0	18	4	124	20	148	424
08:45 AM	1	27	15	43	0	155	6	161	5	11	0	16	6	110	15	131	351
Total	4	137	59	200	0	758	37	795	16	68	8	92	22	569	72	663	1750
Grand Total	5	309	125	439	3	1517	55	1575	28	153	11	192	39	1115	111	1265	3471
Apprch %	1.1	70.4	28.5		0.2	96.3	3.5		14.6	79.7	5.7		3.1	88.1	8.8		
Total %	0.1	8.9	3.6	12.6	0.1	43.7	1.6	45.4	0.8	4.4	0.3	5.5	1.1	32.1	3.2	36.4	

	Willowbrook Avenue West Southbound				Compton Boulevard Westbound				Willowbrook Avenue West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**52**	**23**	**75**	**1**	**263**	3	**267**	**6**	**30**	1	**37**	4	178	9	191	**570**
08:00 AM	**1**	51	13	65	0	187	7	194	5	23	**4**	32	**9**	**180**	**23**	**212**	503
08:15 AM	1	38	17	56	0	209	9	218	3	19	4	26	3	155	14	172	472
08:30 AM	1	21	14	36	0	207	**15**	222	3	15	0	18	4	124	20	148	424
Total Volume	3	162	67	232	1	866	34	901	17	87	9	113	20	637	66	723	1969
% App. Total	1.3	69.8	28.9		0.1	96.1	3.8		15	77	8		2.8	88.1	9.1		
PHF	.750	.779	.728	.773	.250	.823	.567	.844	.708	.725	.563	.764	.556	.885	.717	.853	.864

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City of Compton
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E/W: Compton Boulevard
Weather: Clear

File Name : 05_CPT_Willow W_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	0	43	17	60	**1**	**263**	3	**267**	1	24	0	25	5	136	9	150
+15 mins.	0	**52**	**23**	**75**	0	187	7	194	**6**	**30**	1	**37**	4	178	9	191
+30 mins.	**1**	51	13	65	0	209	9	218	5	23	**4**	32	**9**	**180**	**23**	**212**
+45 mins.	1	38	17	56	0	207	**15**	222	3	19	4	26	3	155	14	172
Total Volume	2	184	70	256	1	866	34	901	15	96	9	120	21	649	55	725
% App. Total	0.8	71.9	27.3		0.1	96.1	3.8		12.5	80	7.5		2.9	89.5	7.6	
PHF	.500	.885	.761	.853	.250	.823	.567	.844	.625	.800	.563	.811	.583	.901	.598	.855

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Weather: Clear

File Name : 05_CPT_Willow W_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

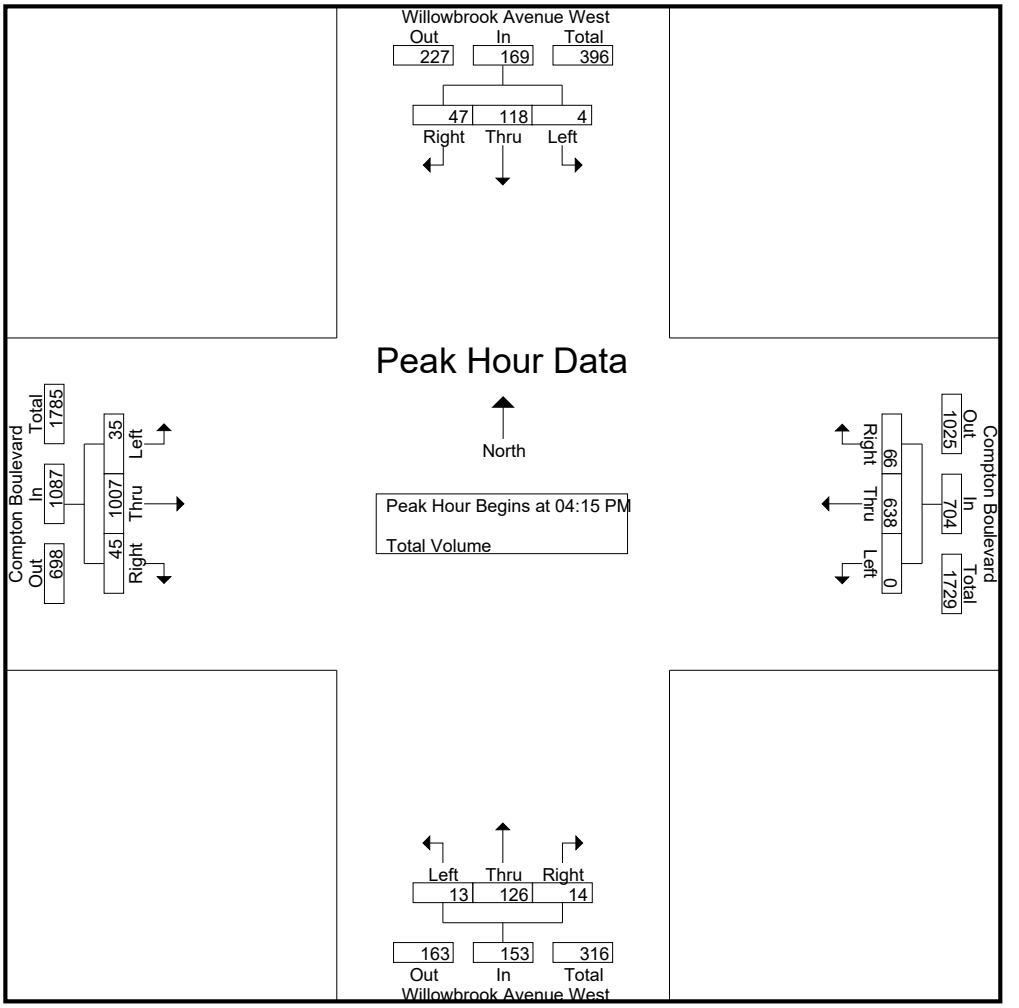
	Willowbrook Avenue West Southbound				Compton Boulevard Westbound				Willowbrook Avenue West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	33	4	38	0	144	8	152	6	34	9	49	5	248	17	270	509
04:15 PM	2	32	12	46	0	156	12	168	2	33	5	40	5	259	5	269	523
04:30 PM	1	27	10	38	0	155	11	166	3	22	5	30	12	229	11	252	486
04:45 PM	0	28	10	38	0	159	19	178	7	43	2	52	8	268	13	289	557
Total	4	120	36	160	0	614	50	664	18	132	21	171	30	1004	46	1080	2075
05:00 PM	1	31	15	47	0	168	24	192	1	28	2	31	10	251	16	277	547
05:15 PM	0	33	9	42	0	144	13	157	3	41	3	47	3	223	11	237	483
05:30 PM	0	20	20	40	0	121	15	136	4	34	2	40	11	241	11	263	479
05:45 PM	0	25	10	35	0	149	8	157	5	33	2	40	4	233	10	247	479
Total	1	109	54	164	0	582	60	642	13	136	9	158	28	948	48	1024	1988
Grand Total	5	229	90	324	0	1196	110	1306	31	268	30	329	58	1952	94	2104	4063
Apprch %	1.5	70.7	27.8		0	91.6	8.4		9.4	81.5	9.1		2.8	92.8	4.5		
Total %	0.1	5.6	2.2	8	0	29.4	2.7	32.1	0.8	6.6	0.7	8.1	1.4	48	2.3	51.8	

	Willowbrook Avenue West Southbound				Compton Boulevard Westbound				Willowbrook Avenue West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	**32**	12	46	0	156	12	168	2	33	**5**	40	5	259	5	269	523
04:30 PM	1	27	10	38	0	155	11	166	3	22	5	30	**12**	229	11	252	486
04:45 PM	0	28	10	38	0	159	19	178	**7**	**43**	2	**52**	8	**268**	13	**289**	**557**
05:00 PM	1	31	**15**	**47**	0	**168**	**24**	**192**	1	28	2	31	10	251	**16**	277	547
Total Volume	4	118	47	169	0	638	66	704	13	126	14	153	35	1007	45	1087	2113
% App. Total	2.4	69.8	27.8		0	90.6	9.4		8.5	82.4	9.2		3.2	92.6	4.1		
PHF	.500	.922	.783	.899	.000	.949	.688	.917	.464	.733	.700	.736	.729	.939	.703	.940	.948

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City of Compton
N/S: Willowbrook Avenue West
E/W: Compton Boulevard
Weather: Clear

File Name : 05_CPT_Willow W_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	**2**	**32**	12	46	0	156	12	168	6	34	**9**	49	5	259	5	269
+15 mins.	1	27	10	38	0	155	11	166	2	33	5	40	**12**	229	11	252
+30 mins.	0	28	10	38	0	159	19	178	3	22	5	30	8	**268**	13	**289**
+45 mins.	1	31	**15**	**47**	0	**168**	**24**	**192**	**7**	**43**	2	**52**	10	251	**16**	277
Total Volume	4	118	47	169	0	638	66	704	18	132	21	171	35	1007	45	1087
% App. Total	2.4	69.8	27.8		0	90.6	9.4		10.5	77.2	12.3		3.2	92.6	4.1	
PHF	.500	.922	.783	.899	.000	.949	.688	.917	.643	.767	.583	.822	.729	.939	.703	.940

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City of Compton
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Weather: Clear

File Name : 06_CPT_Willow E_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

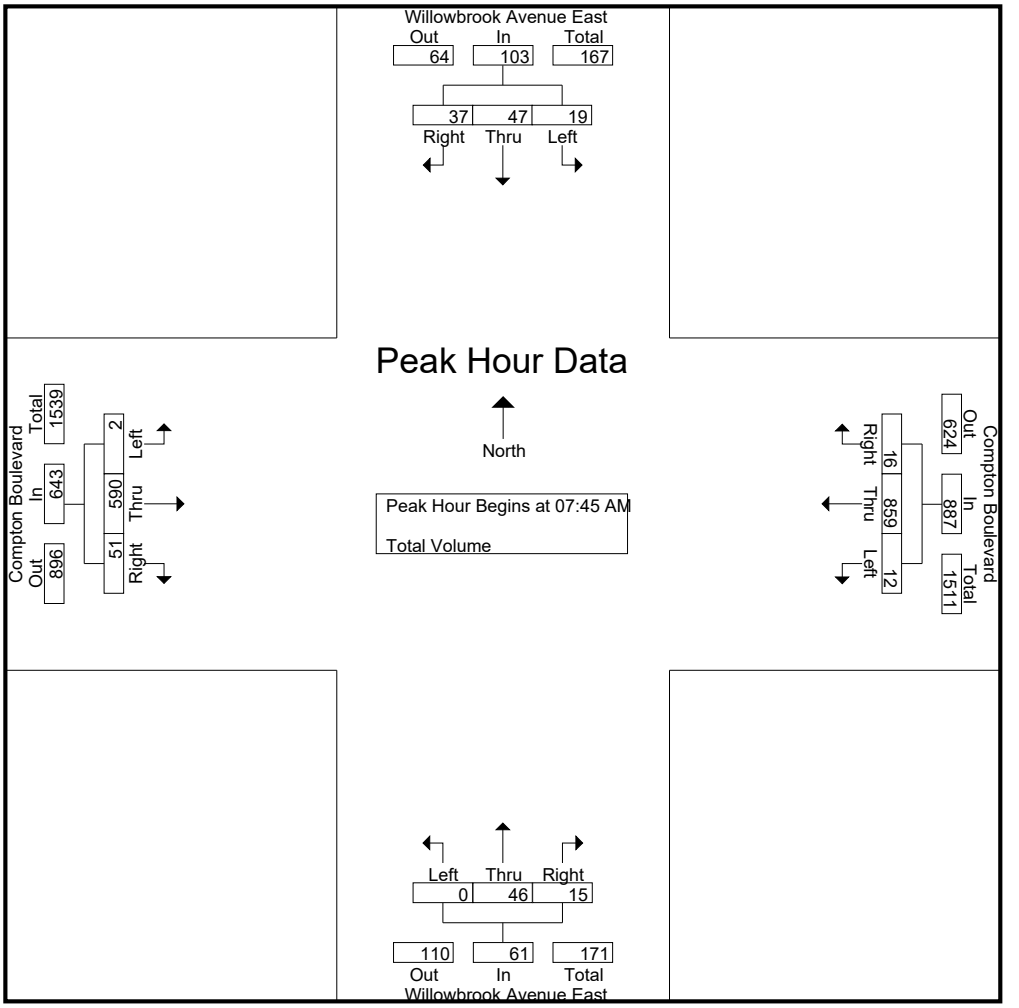
	Willowbrook Avenue East Southbound				Compton Boulevard Westbound				Willowbrook Avenue East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	5	9	21	2	151	1	154	1	8	0	9	0	99	7	106	290
07:15 AM	8	4	10	22	1	155	4	160	0	3	3	6	0	118	11	129	317
07:30 AM	6	8	12	26	3	169	2	174	1	8	2	11	0	131	7	138	349
07:45 AM	6	18	11	35	3	255	2	260	0	8	6	14	1	163	12	176	485
Total	27	35	42	104	9	730	9	748	2	27	11	40	1	511	37	549	1441
08:00 AM	4	12	6	22	2	187	6	195	0	12	6	18	1	168	18	187	422
08:15 AM	5	11	8	24	4	211	3	218	0	11	2	13	0	138	17	155	410
08:30 AM	4	6	12	22	3	206	5	214	0	15	1	16	0	121	4	125	377
08:45 AM	9	5	7	21	2	152	4	158	0	13	2	15	0	101	10	111	305
Total	22	34	33	89	11	756	18	785	0	51	11	62	1	528	49	578	1514
Grand Total	49	69	75	193	20	1486	27	1533	2	78	22	102	2	1039	86	1127	2955
Apprch %	25.4	35.8	38.9		1.3	96.9	1.8		2	76.5	21.6		0.2	92.2	7.6		
Total %	1.7	2.3	2.5	6.5	0.7	50.3	0.9	51.9	0.1	2.6	0.7	3.5	0.1	35.2	2.9	38.1	

	Willowbrook Avenue East Southbound				Compton Boulevard Westbound				Willowbrook Avenue East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**6**	**18**	11	**35**	3	**255**	2	**260**	0	8	**6**	14	**1**	163	12	176	**485**
08:00 AM	4	12	6	22	2	187	**6**	195	0	12	6	**18**	1	**168**	**18**	**187**	422
08:15 AM	5	11	8	24	**4**	211	3	218	0	11	2	13	0	138	17	155	410
08:30 AM	4	6	**12**	22	3	206	5	214	0	**15**	1	16	0	121	4	125	377
Total Volume	19	47	37	103	12	859	16	887	0	46	15	61	2	590	51	643	1694
% App. Total	18.4	45.6	35.9		1.4	96.8	1.8		0	75.4	24.6		0.3	91.8	7.9		
PHF	.792	.653	.771	.736	.750	.842	.667	.853	.000	.767	.625	.847	.500	.878	.708	.860	.873

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City of Compton
N/S: Willowbrook Avenue East
E/W: Compton Boulevard
Weather: Clear

File Name : 06_CPT_Willow E_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	**6**	8	**12**	26	3	**255**	2	**260**	0	12	**6**	**18**	0	131	7	138
+15 mins.	6	**18**	11	**35**	2	187	**6**	195	0	11	2	13	**1**	163	12	176
+30 mins.	4	12	6	22	**4**	211	3	218	0	**15**	1	16	1	**168**	**18**	**187**
+45 mins.	5	11	8	24	3	206	5	214	0	13	2	15	0	138	17	155
Total Volume	21	49	37	107	12	859	16	887	0	51	11	62	2	600	54	656
% App. Total	19.6	45.8	34.6		1.4	96.8	1.8		0	82.3	17.7		0.3	91.5	8.2	
PHF	.875	.681	.771	.764	.750	.842	.667	.853	.000	.850	.458	.861	.500	.893	.750	.877

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City of Compton
N/S: Willowbrook Avenue East
E/W: Compton Boulevard
Weather: Clear

File Name : 06_CPT_Willow E_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

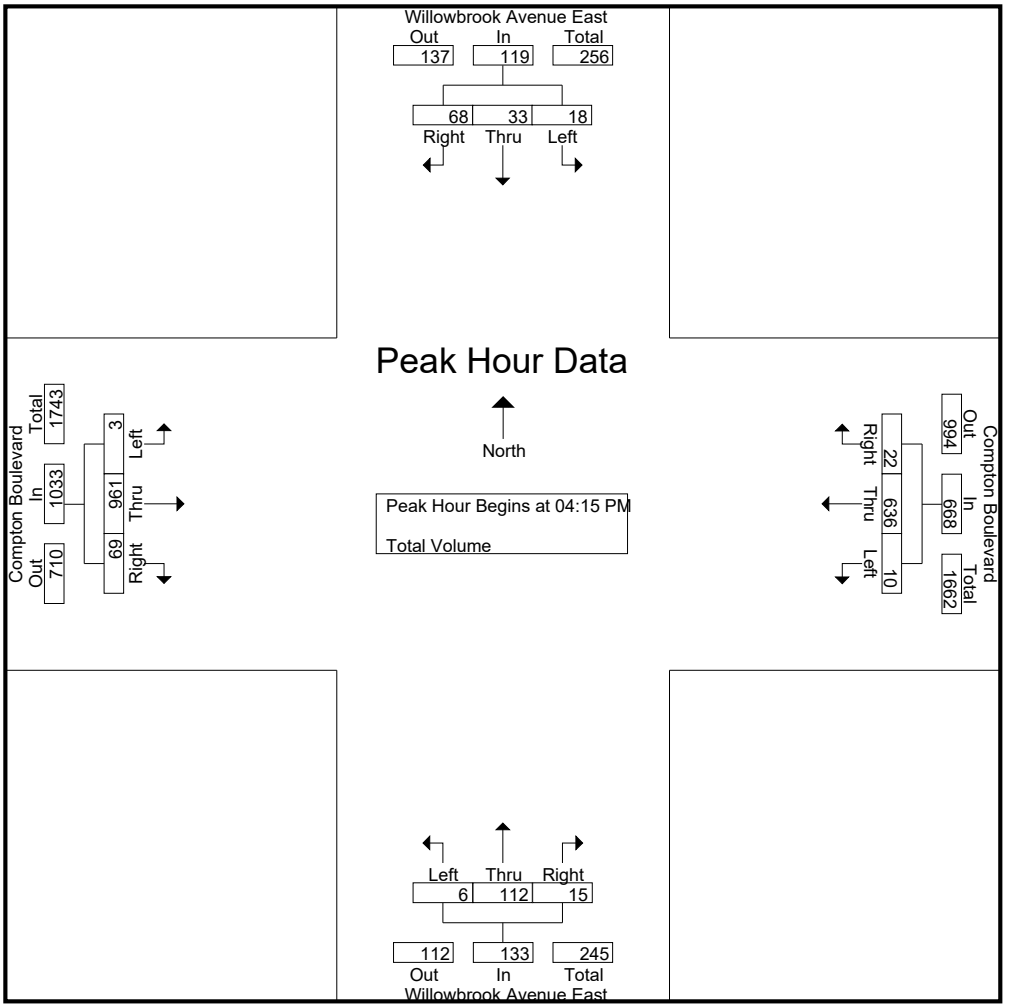
	Willowbrook Avenue East Southbound				Compton Boulevard Westbound				Willowbrook Avenue East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	11	7	26	8	148	8	164	0	10	5	15	1	239	20	260	465
04:15 PM	6	7	18	31	2	152	9	163	0	21	6	27	2	243	20	265	486
04:30 PM	5	9	14	28	6	153	3	162	4	26	3	33	0	226	15	241	464
04:45 PM	2	7	14	23	1	160	7	168	2	26	4	32	1	253	16	270	493
Total	21	34	53	108	17	613	27	657	6	83	18	107	4	961	71	1036	1908
05:00 PM	5	10	22	37	1	171	3	175	0	39	2	41	0	239	18	257	510
05:15 PM	5	13	14	32	1	140	10	151	1	23	4	28	0	197	25	222	433
05:30 PM	1	11	14	26	3	120	3	126	0	23	4	27	5	216	19	240	419
05:45 PM	8	15	21	44	3	134	5	142	0	22	5	27	1	217	20	238	451
Total	19	49	71	139	8	565	21	594	1	107	15	123	6	869	82	957	1813
Grand Total	40	83	124	247	25	1178	48	1251	7	190	33	230	10	1830	153	1993	3721
Apprch %	16.2	33.6	50.2		2	94.2	3.8		3	82.6	14.3		0.5	91.8	7.7		
Total %	1.1	2.2	3.3	6.6	0.7	31.7	1.3	33.6	0.2	5.1	0.9	6.2	0.3	49.2	4.1	53.6	

	Willowbrook Avenue East Southbound				Compton Boulevard Westbound				Willowbrook Avenue East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**6**	7	18	31	2	152	**9**	163	0	21	**6**	27	**2**	243	**20**	265	486
04:30 PM	5	9	14	28	**6**	153	3	162	**4**	26	3	33	0	226	15	241	464
04:45 PM	2	7	14	23	1	160	7	168	2	26	4	32	1	**253**	16	**270**	493
05:00 PM	5	**10**	**22**	**37**	1	**171**	3	**175**	0	**39**	2	**41**	0	239	18	257	**510**
Total Volume	18	33	68	119	10	636	22	668	6	112	15	133	3	961	69	1033	1953
% App. Total	15.1	27.7	57.1		1.5	95.2	3.3		4.5	84.2	11.3		0.3	93	6.7		
PHF	.750	.825	.773	.804	.417	.930	.611	.954	.375	.718	.625	.811	.375	.950	.863	.956	.957

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City of Compton
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File Name : 06_CPT_Willow E_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	5	10	**22**	37	2	152	**9**	163	**4**	26	3	33	1	239	**20**	260
+15 mins.	5	13	14	32	**6**	153	3	162	2	26	**4**	32	**2**	243	20	265
+30 mins.	1	11	14	26	1	160	7	168	0	**39**	2	**41**	0	226	15	241
+45 mins.	**8**	**15**	21	**44**	1	**171**	3	**175**	1	23	4	28	1	**253**	16	**270**
Total Volume	19	49	71	139	10	636	22	668	7	114	13	134	4	961	71	1036
% App. Total	13.7	35.3	51.1		1.5	95.2	3.3		5.2	85.1	9.7		0.4	92.8	6.9	
PHF	.594	.817	.807	.790	.417	.930	.611	.954	.438	.731	.813	.817	.500	.950	.888	.959

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City of Compton
N/S: Douglas Dollarhide Drive
E/W: Compton Boulevard
Weather: Clear

File Name : 07_CPT_Douglas D_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

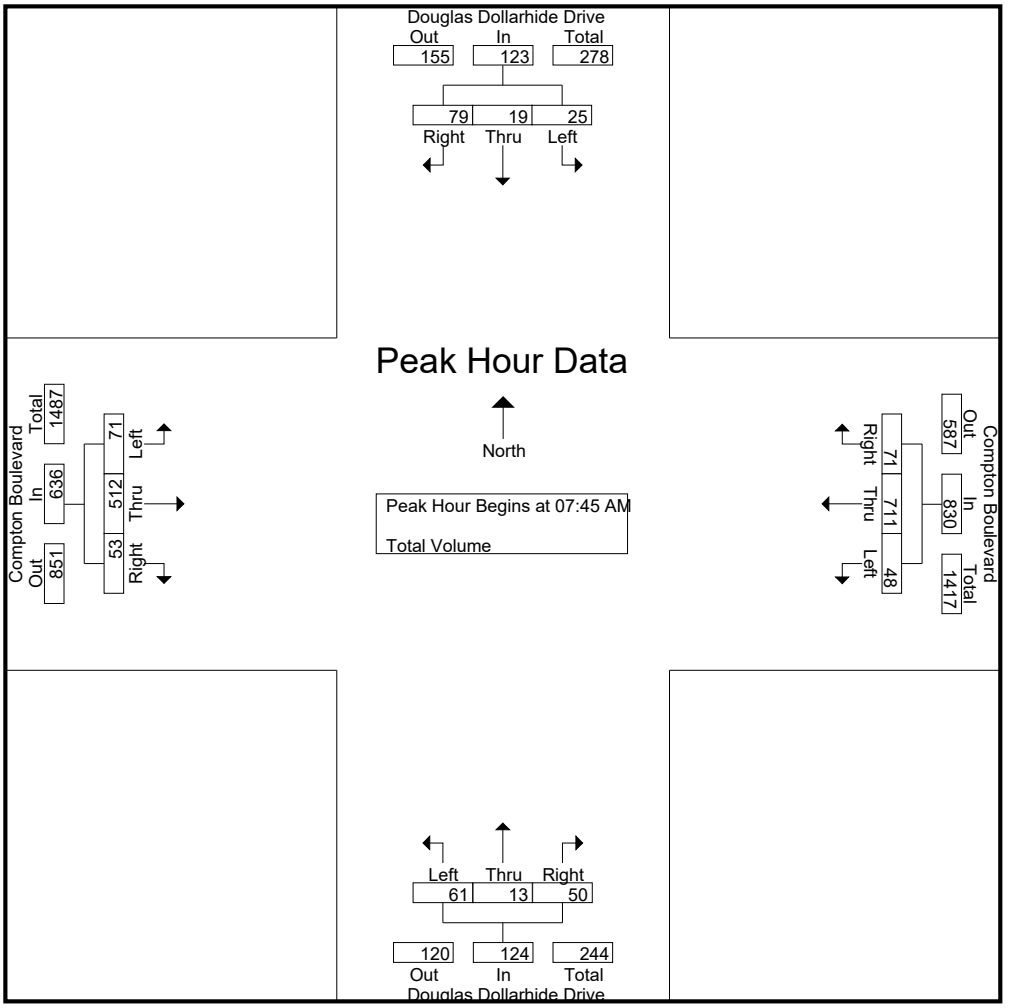
	Douglas Dollarhide Drive Southbound				Compton Boulevard Westbound				Douglas Dollarhide Drive Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	9	11	2	136	13	151	6	2	1	9	12	79	3	94	265
07:15 AM	5	1	10	16	2	142	8	152	7	0	3	10	6	128	7	141	319
07:30 AM	6	4	16	26	13	175	11	199	4	3	3	10	8	116	12	136	371
07:45 AM	7	6	28	41	15	199	17	231	5	0	14	19	14	159	11	184	475
Total	20	11	63	94	32	652	49	733	22	5	21	48	40	482	33	555	1430
08:00 AM	5	3	20	28	9	162	19	190	12	3	7	22	24	142	11	177	417
08:15 AM	5	5	12	22	12	171	18	201	20	5	15	40	19	108	15	142	405
08:30 AM	8	5	19	32	12	179	17	208	24	5	14	43	14	103	16	133	416
08:45 AM	12	5	13	30	15	153	27	195	17	10	8	35	14	89	10	113	373
Total	30	18	64	112	48	665	81	794	73	23	44	140	71	442	52	565	1611
Grand Total	50	29	127	206	80	1317	130	1527	95	28	65	188	111	924	85	1120	3041
Apprch %	24.3	14.1	61.7		5.2	86.2	8.5		50.5	14.9	34.6		9.9	82.5	7.6		
Total %	1.6	1	4.2	6.8	2.6	43.3	4.3	50.2	3.1	0.9	2.1	6.2	3.7	30.4	2.8	36.8	

	Douglas Dollarhide Drive Southbound				Compton Boulevard Westbound				Douglas Dollarhide Drive Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	**6**	**28**	**41**	**15**	**199**	17	**231**	5	0	14	19	14	**159**	11	**184**	**475**
08:00 AM	5	3	20	28	9	162	**19**	190	12	3	7	22	**24**	142	11	177	417
08:15 AM	5	5	12	22	12	171	18	201	20	**5**	**15**	40	19	108	15	142	405
08:30 AM	**8**	5	19	32	12	179	17	208	**24**	5	14	**43**	14	103	**16**	133	416
Total Volume	25	19	79	123	48	711	71	830	61	13	50	124	71	512	53	636	1713
% App. Total	20.3	15.4	64.2		5.8	85.7	8.6		49.2	10.5	40.3		11.2	80.5	8.3		
PHF	.781	.792	.705	.750	.800	.893	.934	.898	.635	.650	.833	.721	.740	.805	.828	.864	.902

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City of Compton
N/S: Douglas Dollarhide Drive
E/W: Compton Boulevard
Weather: Clear

File Name : 07_CPT_Douglas D_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				08:00 AM				07:30 AM			
+0 mins.	7	**6**	**28**	**41**	**15**	**199**	17	**231**	12	3	7	22	8	116	12	136
+15 mins.	5	3	20	28	9	162	**19**	190	20	5	**15**	40	14	**159**	11	**184**
+30 mins.	5	5	12	22	12	171	18	201	**24**	5	14	**43**	**24**	142	11	177
+45 mins.	**8**	5	19	32	12	179	17	208	17	**10**	8	35	19	108	**15**	142
Total Volume	25	19	79	123	48	711	71	830	73	23	44	140	65	525	49	639
% App. Total	20.3	15.4	64.2		5.8	85.7	8.6		52.1	16.4	31.4		10.2	82.2	7.7	
PHF	.781	.792	.705	.750	.800	.893	.934	.898	.760	.575	.733	.814	.677	.825	.817	.868

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City of Compton
N/S: Douglas Dollarhide Drive
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Weather: Clear

File Name : 07_CPT_Douglas D_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

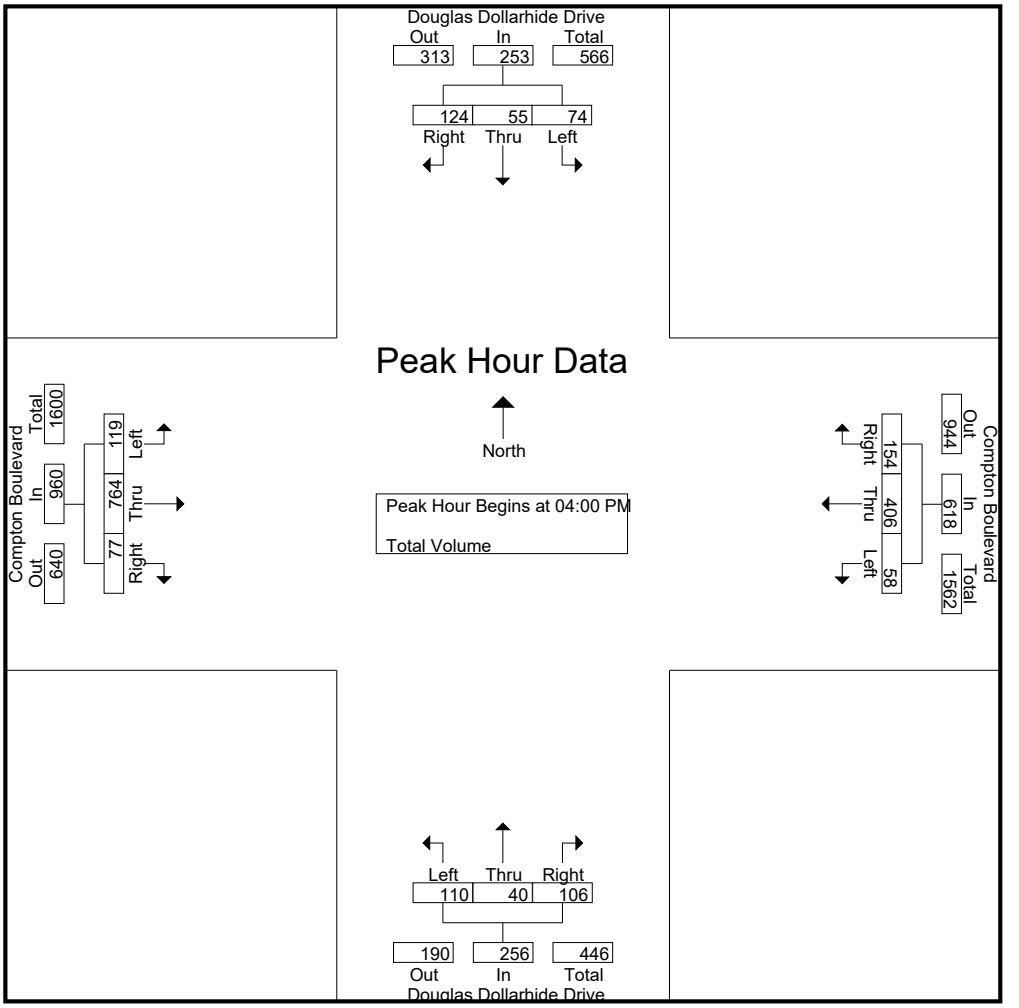
	Douglas Dollarhide Drive Southbound				Compton Boulevard Westbound				Douglas Dollarhide Drive Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	16	26	62	16	99	42	157	28	9	20	57	25	186	20	231	507
04:15 PM	16	13	34	63	12	91	40	143	26	10	26	62	33	208	23	264	532
04:30 PM	19	15	32	66	12	112	34	158	31	9	29	69	31	182	20	233	526
04:45 PM	19	11	32	62	18	104	38	160	25	12	31	68	30	188	14	232	522
Total	74	55	124	253	58	406	154	618	110	40	106	256	119	764	77	960	2087
05:00 PM	14	12	20	46	12	99	36	147	41	9	22	72	23	195	12	230	495
05:15 PM	15	18	30	63	14	101	24	139	29	14	30	73	20	184	17	221	496
05:30 PM	19	8	19	46	13	84	23	120	38	14	23	75	28	192	20	240	481
05:45 PM	21	15	19	55	17	100	29	146	27	11	21	59	24	182	29	235	495
Total	69	53	88	210	56	384	112	552	135	48	96	279	95	753	78	926	1967
Grand Total	143	108	212	463	114	790	266	1170	245	88	202	535	214	1517	155	1886	4054
Apprch %	30.9	23.3	45.8		9.7	67.5	22.7		45.8	16.4	37.8		11.3	80.4	8.2		
Total %	3.5	2.7	5.2	11.4	2.8	19.5	6.6	28.9	6	2.2	5	13.2	5.3	37.4	3.8	46.5	

	Douglas Dollarhide Drive Southbound				Compton Boulevard Westbound				Douglas Dollarhide Drive Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**20**	**16**	26	62	16	99	**42**	157	28	9	20	57	25	186	20	231	507
04:15 PM	16	13	**34**	63	12	91	40	143	26	10	26	62	**33**	**208**	**23**	**264**	**532**
04:30 PM	19	15	32	**66**	12	**112**	34	158	**31**	9	29	**69**	31	182	20	233	526
04:45 PM	19	11	32	62	**18**	104	38	**160**	25	**12**	**31**	68	30	188	14	232	522
Total Volume	74	55	124	253	58	406	154	618	110	40	106	256	119	764	77	960	2087
% App. Total	29.2	21.7	49		9.4	65.7	24.9		43	15.6	41.4		12.4	79.6	8		
PHF	.925	.859	.912	.958	.806	.906	.917	.966	.887	.833	.855	.928	.902	.918	.837	.909	.981

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City of Compton
N/S: Douglas Dollarhide Drive
E/W: Compton Boulevard
Weather: Clear

File Name : 07_CPT_Douglas D_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	**20**	**16**	26	62	16	99	**42**	157	25	12	**31**	68	25	186	20	231
+15 mins.	16	13	**34**	63	12	91	40	143	**41**	9	22	72	**33**	**208**	**23**	**264**
+30 mins.	19	15	32	**66**	12	**112**	34	158	29	**14**	30	73	31	182	20	233
+45 mins.	19	11	32	62	**18**	104	38	**160**	38	14	23	**75**	30	188	14	232
Total Volume	74	55	124	253	58	406	154	618	133	49	106	288	119	764	77	960
% App. Total	29.2	21.7	49		9.4	65.7	24.9		46.2	17	36.8		12.4	79.6	8	
PHF	.925	.859	.912	.958	.806	.906	.917	.966	.811	.875	.855	.960	.902	.918	.837	.909

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City of Compton
N/S: Alameda Street West
E/W: Palmer Street
Weather: Clear

File Name : 09_CPT_Alameda W_Palmer AM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

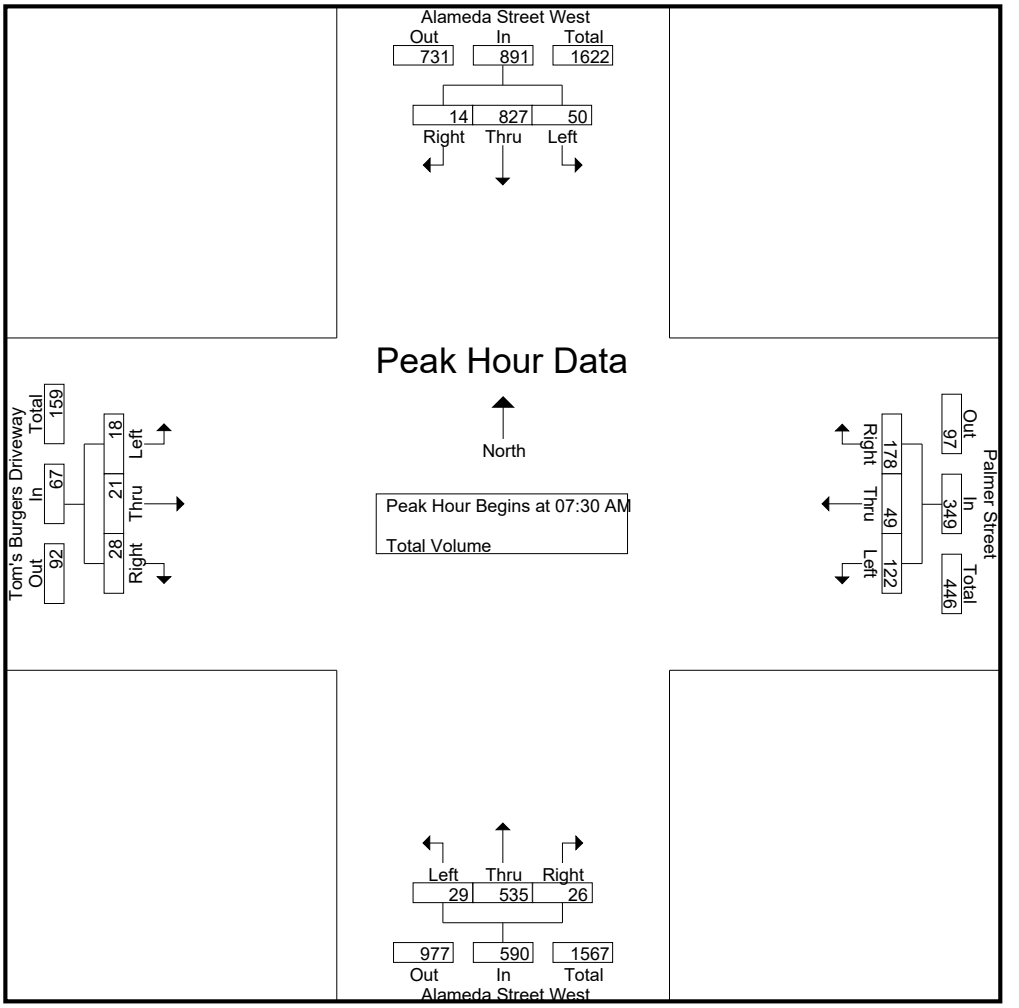
	Alameda Street West Southbound				Palmer Street Westbound				Alameda Street West Northbound				Tom's Burgers Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	149	8	161	15	3	22	40	6	130	3	139	5	6	3	14	354
07:15 AM	10	188	2	200	20	15	40	75	5	142	7	154	5	4	8	17	446
07:30 AM	9	210	5	224	23	9	47	79	9	124	6	139	4	6	5	15	457
07:45 AM	19	204	2	225	51	18	34	103	5	124	5	134	3	5	10	18	480
Total	42	751	17	810	109	45	143	297	25	520	21	566	17	21	26	64	1737
08:00 AM	7	237	5	249	22	15	55	92	3	135	7	145	6	7	5	18	504
08:15 AM	15	176	2	193	26	7	42	75	12	152	8	172	5	3	8	16	456
08:30 AM	4	168	5	177	19	7	29	55	4	115	11	130	5	3	6	14	376
08:45 AM	6	152	1	159	16	2	23	41	11	118	9	138	5	4	6	15	353
Total	32	733	13	778	83	31	149	263	30	520	35	585	21	17	25	63	1689
Grand Total	74	1484	30	1588	192	76	292	560	55	1040	56	1151	38	38	51	127	3426
Apprch %	4.7	93.5	1.9		34.3	13.6	52.1		4.8	90.4	4.9		29.9	29.9	40.2		
Total %	2.2	43.3	0.9	46.4	5.6	2.2	8.5	16.3	1.6	30.4	1.6	33.6	1.1	1.1	1.5	3.7	

	Alameda Street West Southbound				Palmer Street Westbound				Alameda Street West Northbound				Tom's Burgers Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	210	**5**	224	23	9	47	79	9	124	6	139	4	6	5	15	457
07:45 AM	**19**	204	2	225	**51**	**18**	34	**103**	5	124	5	134	3	5	**10**	**18**	480
08:00 AM	7	**237**	5	**249**	22	15	**55**	92	3	135	7	145	**6**	**7**	5	18	**504**
08:15 AM	15	176	2	193	26	7	42	75	**12**	**152**	**8**	**172**	5	3	8	16	456
Total Volume	50	827	14	891	122	49	178	349	29	535	26	590	18	21	28	67	1897
% App. Total	5.6	92.8	1.6		35	14	51		4.9	90.7	4.4		26.9	31.3	41.8		
PHF	.658	.872	.700	.895	.598	.681	.809	.847	.604	.880	.813	.858	.750	.750	.700	.931	.941

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City of Compton
N/S: Alameda Street West
E/W: Palmer Street
Weather: Clear

File Name : 09_CPT_Alameda W_Palmer AM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	10	188	2	200	20	15	40	75	9	124	6	139	5	4	8	17
+15 mins.	9	210	**5**	224	23	9	47	79	5	124	5	134	4	6	5	15
+30 mins.	**19**	204	2	225	**51**	**18**	34	**103**	3	135	7	145	3	5	**10**	**18**
+45 mins.	7	**237**	5	**249**	22	15	**55**	92	**12**	**152**	**8**	**172**	**6**	**7**	5	18
Total Volume	45	839	14	898	116	57	176	349	29	535	26	590	18	22	28	68
% App. Total	5	93.4	1.6		33.2	16.3	50.4		4.9	90.7	4.4		26.5	32.4	41.2	
PHF	.592	.885	.700	.902	.569	.792	.800	.847	.604	.880	.813	.858	.750	.786	.700	.944

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City of Compton
N/S: Alameda Street West
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File Name : 09_CPT_Alameda W_Palmer PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

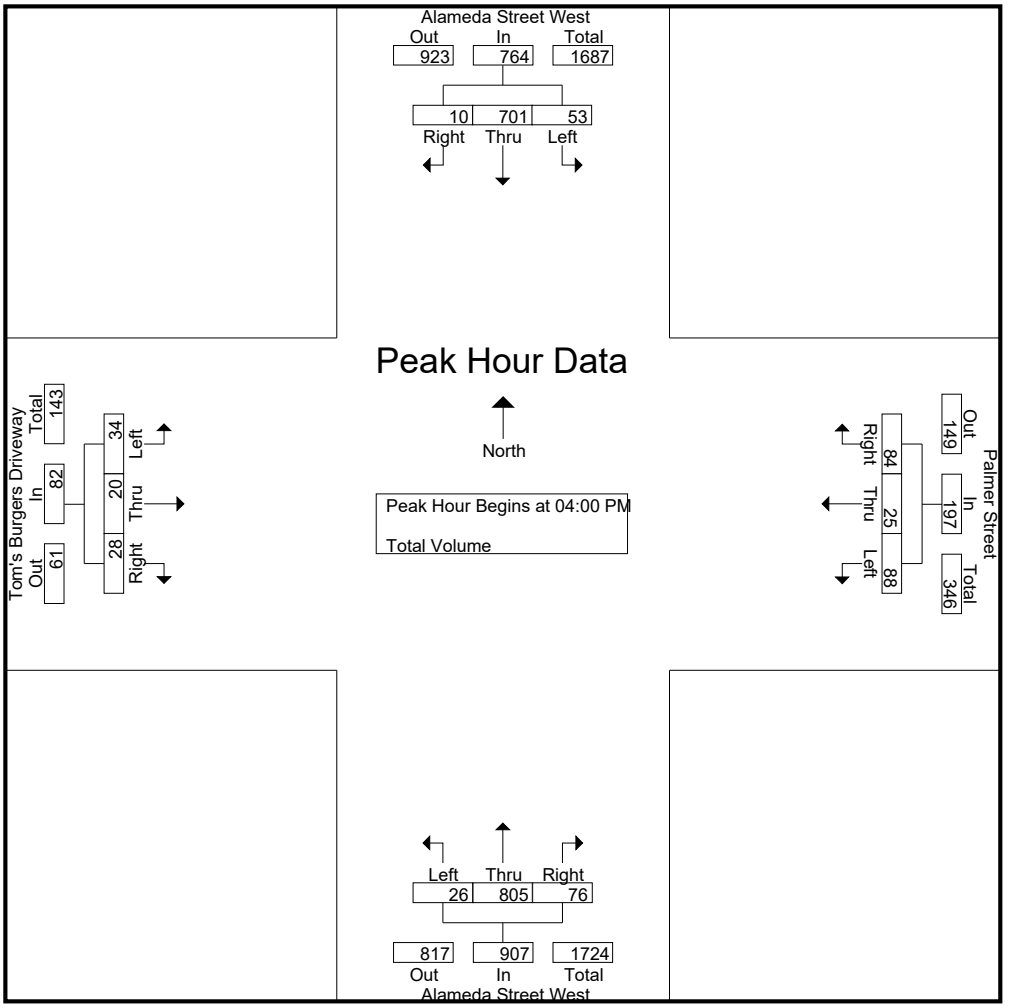
	Alameda Street West Southbound				Palmer Street Westbound				Alameda Street West Northbound				Tom's Burgers Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	184	1	200	23	4	22	49	10	208	21	239	10	4	7	21	509
04:15 PM	12	167	3	182	29	6	20	55	5	193	20	218	5	4	3	12	467
04:30 PM	12	174	2	188	14	10	23	47	4	192	22	218	9	5	8	22	475
04:45 PM	14	176	4	194	22	5	19	46	7	212	13	232	10	7	10	27	499
Total	53	701	10	764	88	25	84	197	26	805	76	907	34	20	28	82	1950
05:00 PM	12	159	3	174	23	6	24	53	6	182	24	212	8	4	7	19	458
05:15 PM	20	182	1	203	48	3	32	83	3	172	18	193	10	6	4	20	499
05:30 PM	16	191	2	209	12	4	18	34	8	179	26	213	4	4	4	12	468
05:45 PM	16	174	5	195	22	3	23	48	8	207	10	225	7	9	8	24	492
Total	64	706	11	781	105	16	97	218	25	740	78	843	29	23	23	75	1917
Grand Total	117	1407	21	1545	193	41	181	415	51	1545	154	1750	63	43	51	157	3867
Apprch %	7.6	91.1	1.4		46.5	9.9	43.6		2.9	88.3	8.8		40.1	27.4	32.5		
Total %	3	36.4	0.5	40	5	1.1	4.7	10.7	1.3	40	4	45.3	1.6	1.1	1.3	4.1	

	Alameda Street West Southbound				Palmer Street Westbound				Alameda Street West Northbound				Tom's Burgers Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**15**	**184**	1	**200**	23	4	22	49	**10**	208	21	**239**	**10**	4	7	21	**509**
04:15 PM	12	167	3	182	**29**	6	20	**55**	5	193	20	218	5	4	3	12	467
04:30 PM	12	174	2	188	14	**10**	**23**	47	4	192	**22**	218	9	5	8	22	475
04:45 PM	14	176	**4**	194	22	5	19	46	7	**212**	13	232	10	**7**	**10**	**27**	499
Total Volume	53	701	10	764	88	25	84	197	26	805	76	907	34	20	28	82	1950
% App. Total	6.9	91.8	1.3		44.7	12.7	42.6		2.9	88.8	8.4		41.5	24.4	34.1		
PHF	.883	.952	.625	.955	.759	.625	.913	.895	.650	.949	.864	.949	.850	.714	.700	.759	.958

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File Name : 09_CPT_Alameda W_Palmer PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	12	159	3	174	14	**10**	23	47	**10**	208	21	**239**	9	5	8	22
+15 mins.	**20**	182	1	203	22	5	19	46	5	193	20	218	**10**	**7**	**10**	**27**
+30 mins.	16	**191**	2	**209**	23	6	24	53	4	192	**22**	218	8	4	7	19
+45 mins.	16	174	**5**	195	**48**	3	**32**	**83**	7	**212**	13	232	10	6	4	20
Total Volume	64	706	11	781	107	24	98	229	26	805	76	907	37	22	29	88
% App. Total	8.2	90.4	1.4		46.7	10.5	42.8		2.9	88.8	8.4		42	25	33	
PHF	.800	.924	.550	.934	.557	.600	.766	.690	.650	.949	.864	.949	.925	.786	.725	.815

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City of Compton
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E/W: Compton Boulevard
Weather: Clear

File Name : 10_CPT_Alameda W_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

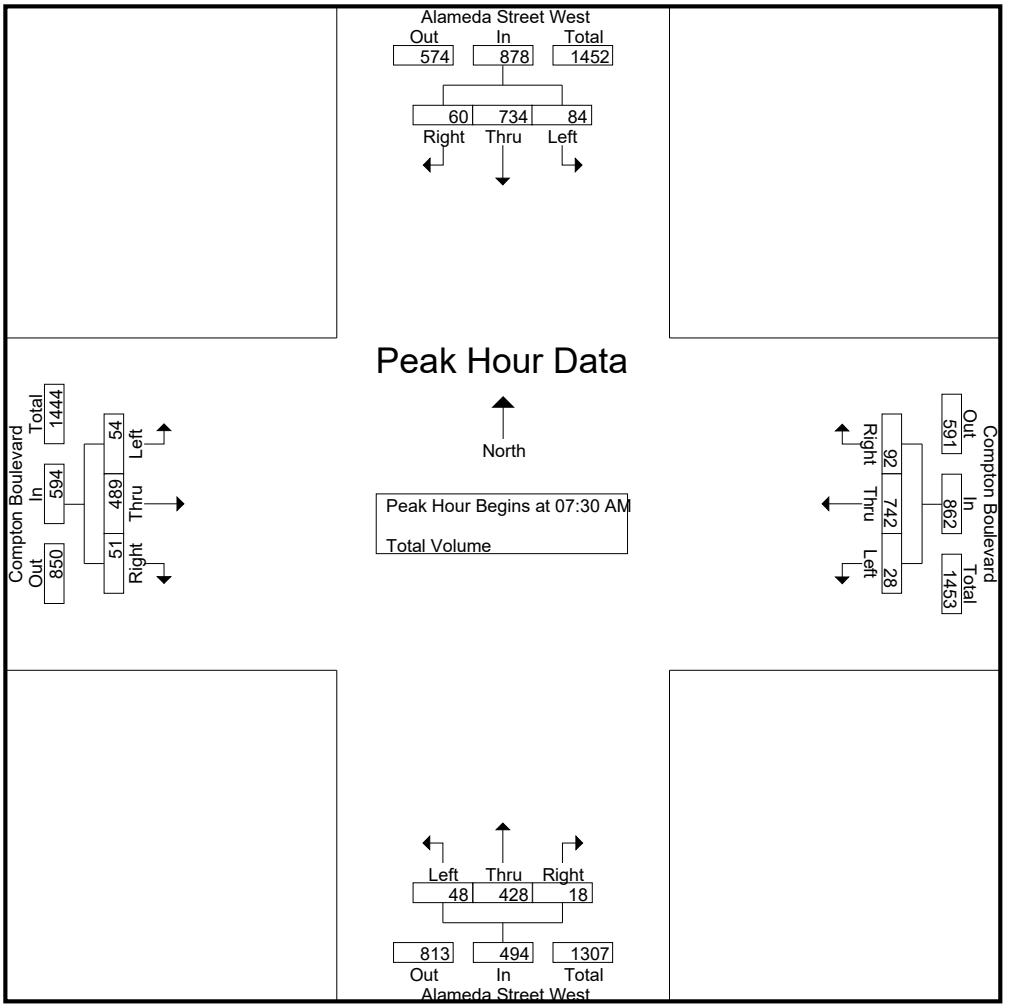
	Alameda Street West Southbound				Compton Boulevard Westbound				Alameda Street West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	108	11	143	4	127	33	164	11	101	2	114	3	64	14	81	502
07:15 AM	32	161	12	205	6	134	40	180	4	108	2	114	10	94	18	122	621
07:30 AM	19	163	14	196	5	208	31	244	5	82	6	93	9	112	15	136	669
07:45 AM	19	235	13	267	7	184	18	209	14	113	3	130	16	134	12	162	768
Total	94	667	50	811	22	653	122	797	34	404	13	451	38	404	59	501	2560
08:00 AM	19	188	16	223	13	187	21	221	11	110	6	127	15	137	10	162	733
08:15 AM	27	148	17	192	3	163	22	188	18	123	3	144	14	106	14	134	658
08:30 AM	20	162	18	200	6	169	25	200	17	88	9	114	13	84	9	106	620
08:45 AM	14	124	17	155	10	174	26	210	14	95	6	115	18	97	18	133	613
Total	80	622	68	770	32	693	94	819	60	416	24	500	60	424	51	535	2624
Grand Total	174	1289	118	1581	54	1346	216	1616	94	820	37	951	98	828	110	1036	5184
Apprch %	11	81.5	7.5		3.3	83.3	13.4		9.9	86.2	3.9		9.5	79.9	10.6		
Total %	3.4	24.9	2.3	30.5	1	26	4.2	31.2	1.8	15.8	0.7	18.3	1.9	16	2.1	20	

	Alameda Street West Southbound				Compton Boulevard Westbound				Alameda Street West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	163	14	196	5	**208**	**31**	**244**	5	82	**6**	93	9	112	**15**	136	669
07:45 AM	19	**235**	13	**267**	7	184	18	209	14	113	3	130	**16**	134	12	**162**	**768**
08:00 AM	19	188	16	223	**13**	187	21	221	11	110	6	127	15	**137**	10	162	733
08:15 AM	**27**	148	**17**	192	3	163	22	188	**18**	**123**	3	**144**	14	106	14	134	658
Total Volume	84	734	60	878	28	742	92	862	48	428	18	494	54	489	51	594	2828
% App. Total	9.6	83.6	6.8		3.2	86.1	10.7		9.7	86.6	3.6		9.1	82.3	8.6		
PHF	.778	.781	.882	.822	.538	.892	.742	.883	.667	.870	.750	.858	.844	.892	.850	.917	.921

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File Name : 10_CPT_Alameda W_Compton AM
Site Code : 04219731
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	**32**	161	12	205	5	**208**	**31**	**244**	14	113	3	130	9	112	**15**	136
+15 mins.	19	163	14	196	7	184	18	209	11	110	6	127	**16**	134	12	**162**
+30 mins.	19	**235**	13	**267**	**13**	187	21	221	**18**	**123**	3	**144**	15	**137**	10	162
+45 mins.	19	188	**16**	223	3	163	22	188	17	88	**9**	114	14	106	14	134
Total Volume	89	747	55	891	28	742	92	862	60	434	21	515	54	489	51	594
% App. Total	10	83.8	6.2		3.2	86.1	10.7		11.7	84.3	4.1		9.1	82.3	8.6	
PHF	.695	.795	.859	.834	.538	.892	.742	.883	.833	.882	.583	.894	.844	.892	.850	.917

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File Name : 10_CPT_Alameda W_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

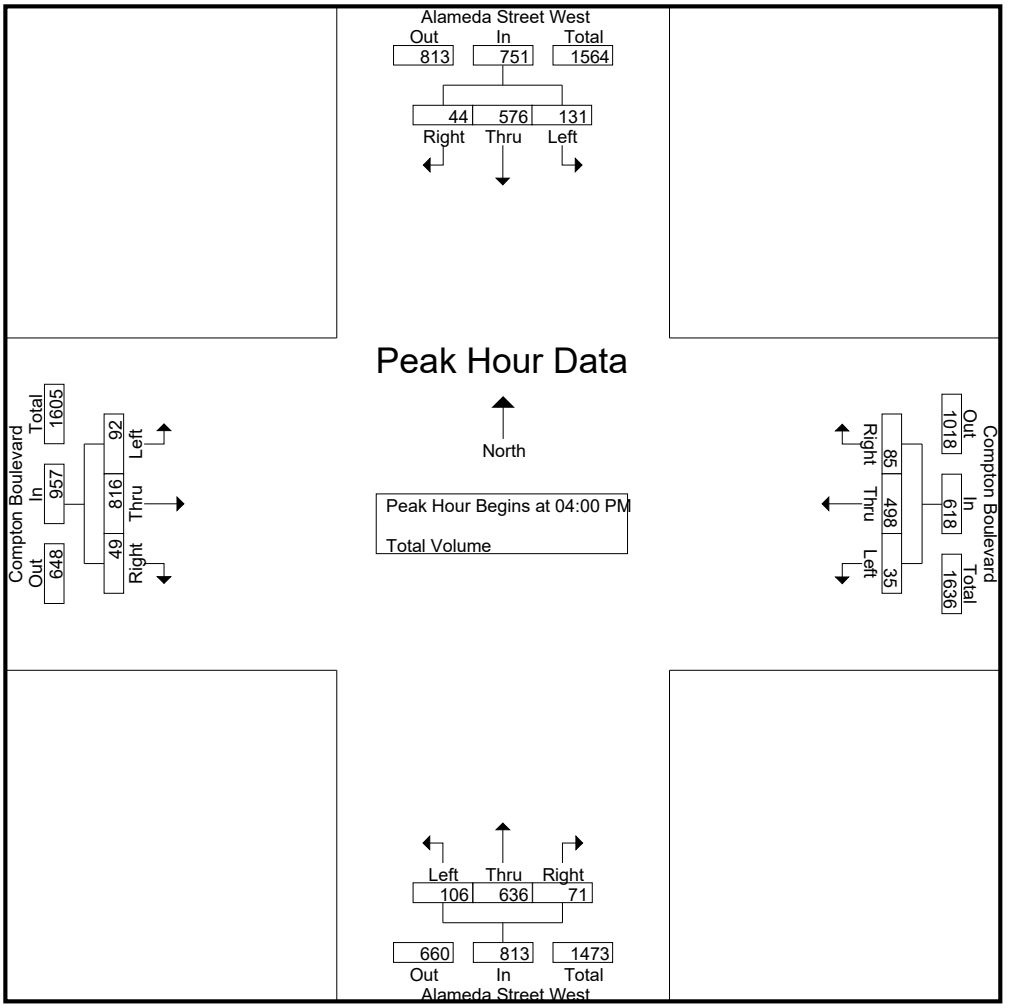
	Alameda Street West Southbound				Compton Boulevard Westbound				Alameda Street West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	129	12	171	7	121	24	152	30	145	17	192	16	213	12	241	756
04:15 PM	35	145	16	196	10	106	20	136	22	163	20	205	23	189	15	227	764
04:30 PM	28	149	8	185	9	136	13	158	19	172	16	207	30	187	6	223	773
04:45 PM	38	153	8	199	9	135	28	172	35	156	18	209	23	227	16	266	846
Total	131	576	44	751	35	498	85	618	106	636	71	813	92	816	49	957	3139
05:00 PM	25	129	23	177	5	93	16	114	18	172	17	207	14	183	6	203	701
05:15 PM	32	157	18	207	11	111	20	142	19	141	14	174	22	216	12	250	773
05:30 PM	42	151	7	200	7	91	15	113	18	163	13	194	10	182	10	202	709
05:45 PM	28	137	17	182	10	113	19	142	19	153	20	192	31	194	12	237	753
Total	127	574	65	766	33	408	70	511	74	629	64	767	77	775	40	892	2936
Grand Total	258	1150	109	1517	68	906	155	1129	180	1265	135	1580	169	1591	89	1849	6075
Apprch %	17	75.8	7.2		6	80.2	13.7		11.4	80.1	8.5		9.1	86	4.8		
Total %	4.2	18.9	1.8	25	1.1	14.9	2.6	18.6	3	20.8	2.2	26	2.8	26.2	1.5	30.4	

	Alameda Street West Southbound				Compton Boulevard Westbound				Alameda Street West Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	30	129	12	171	7	121	24	152	30	145	17	192	16	213	12	241	756
04:15 PM	35	145	**16**	196	**10**	106	20	136	22	163	**20**	205	23	189	15	227	764
04:30 PM	28	149	8	185	9	**136**	13	158	19	**172**	16	207	**30**	187	6	223	773
04:45 PM	**38**	**153**	8	**199**	9	135	**28**	**172**	**35**	156	18	**209**	23	**227**	**16**	**266**	**846**
Total Volume	131	576	44	751	35	498	85	618	106	636	71	813	92	816	49	957	3139
% App. Total	17.4	76.7	5.9		5.7	80.6	13.8		13	78.2	8.7		9.6	85.3	5.1		
PHF	.862	.941	.688	.943	.875	.915	.759	.898	.757	.924	.888	.972	.767	.899	.766	.899	.928

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File Name : 10_CPT_Alameda W_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	38	153	8	199	7	121	24	152	22	163	**20**	205	16	213	12	241
+15 mins.	25	129	**23**	177	**10**	106	20	136	19	**172**	16	207	23	189	15	227
+30 mins.	32	**157**	18	**207**	9	**136**	13	158	**35**	156	18	**209**	**30**	187	6	223
+45 mins.	**42**	151	7	200	9	135	**28**	**172**	18	172	17	207	23	**227**	**16**	**266**
Total Volume	137	590	56	783	35	498	85	618	94	663	71	828	92	816	49	957
% App. Total	17.5	75.4	7.2		5.7	80.6	13.8		11.4	80.1	8.6		9.6	85.3	5.1	
PHF	.815	.939	.609	.946	.875	.915	.759	.898	.671	.964	.888	.990	.767	.899	.766	.899

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City of Compton
N/S: Alameda Street East
E/W: Compton Boulevard
Weather: Clear

File Name : 11_CPT_Alameda E_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

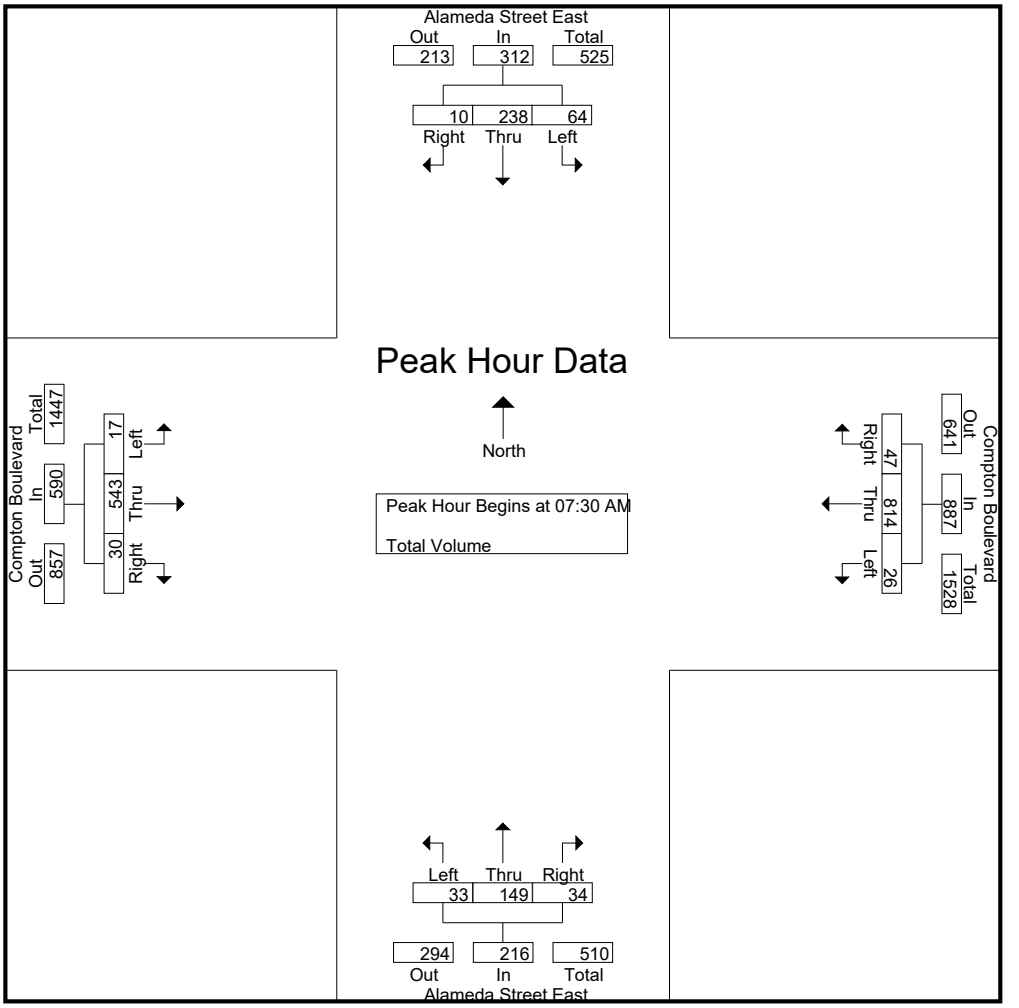
	Alameda Street East Southbound				Compton Boulevard Westbound				Alameda Street East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	25	1	34	3	155	14	172	3	19	4	26	0	86	4	90	322
07:15 AM	10	37	3	50	4	178	20	202	4	21	4	29	3	123	3	129	410
07:30 AM	17	61	2	80	8	226	16	250	5	30	8	43	3	124	9	136	509
07:45 AM	23	98	3	124	8	202	10	220	9	52	13	74	5	144	8	157	575
Total	58	221	9	288	23	761	60	844	21	122	29	172	11	477	24	512	1816
08:00 AM	16	44	3	63	7	206	14	227	15	36	8	59	7	144	7	158	507
08:15 AM	8	35	2	45	3	180	7	190	4	31	5	40	2	131	6	139	414
08:30 AM	6	20	2	28	4	196	8	208	4	13	5	22	4	101	1	106	364
08:45 AM	15	32	3	50	1	195	6	202	7	19	8	34	1	113	4	118	404
Total	45	131	10	186	15	777	35	827	30	99	26	155	14	489	18	521	1689
Grand Total	103	352	19	474	38	1538	95	1671	51	221	55	327	25	966	42	1033	3505
Apprch %	21.7	74.3	4		2.3	92	5.7		15.6	67.6	16.8		2.4	93.5	4.1		
Total %	2.9	10	0.5	13.5	1.1	43.9	2.7	47.7	1.5	6.3	1.6	9.3	0.7	27.6	1.2	29.5	

	Alameda Street East Southbound				Compton Boulevard Westbound				Alameda Street East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	61	2	80	**8**	**226**	**16**	**250**	5	30	8	43	3	124	**9**	136	509
07:45 AM	**23**	**98**	**3**	**124**	8	202	10	220	9	**52**	**13**	**74**	5	**144**	8	157	**575**
08:00 AM	16	44	3	63	7	206	14	227	**15**	36	8	59	**7**	144	7	**158**	507
08:15 AM	8	35	2	45	3	180	7	190	4	31	5	40	2	131	6	139	414
Total Volume	64	238	10	312	26	814	47	887	33	149	34	216	17	543	30	590	2005
% App. Total	20.5	76.3	3.2		2.9	91.8	5.3		15.3	69	15.7		2.9	92	5.1		
PHF	.696	.607	.833	.629	.813	.900	.734	.887	.550	.716	.654	.730	.607	.943	.833	.934	.872

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City of Compton
N/S: Alameda Street East
E/W: Compton Boulevard
Weather: Clear

File Name : 11_CPT_Alameda E_Compton AM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	10	37	**3**	50	4	178	**20**	202	5	30	8	43	3	124	**9**	136
+15 mins.	17	61	2	80	**8**	**226**	16	**250**	9	**52**	**13**	**74**	5	**144**	8	157
+30 mins.	**23**	**98**	3	**124**	8	202	10	220	**15**	36	8	59	**7**	144	7	**158**
+45 mins.	16	44	3	63	7	206	14	227	4	31	5	40	2	131	6	139
Total Volume	66	240	11	317	27	812	60	899	33	149	34	216	17	543	30	590
% App. Total	20.8	75.7	3.5		3	90.3	6.7		15.3	69	15.7		2.9	92	5.1	
PHF	.717	.612	.917	.639	.844	.898	.750	.899	.550	.716	.654	.730	.607	.943	.833	.934

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City of Compton
N/S: Alameda Street East
E/W: Compton Boulevard
Weather: Clear

File Name : 11_CPT_Alameda E_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

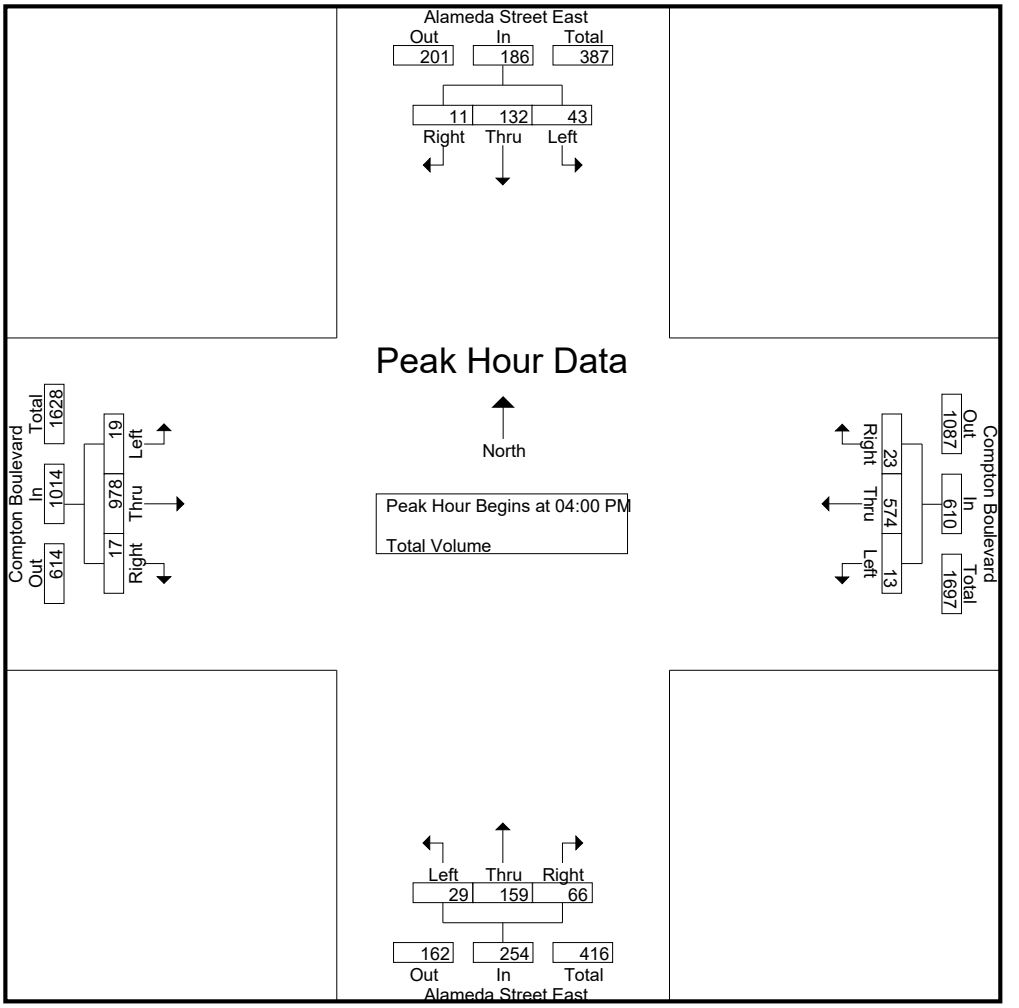
	Alameda Street East Southbound				Compton Boulevard Westbound				Alameda Street East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	32	1	46	4	144	6	154	6	36	21	63	1	262	5	268	531
04:15 PM	8	36	1	45	6	129	7	142	6	39	12	57	4	238	4	246	490
04:30 PM	12	35	4	51	2	146	6	154	6	44	16	66	6	213	5	224	495
04:45 PM	10	29	5	44	1	155	4	160	11	40	17	68	8	265	3	276	548
Total	43	132	11	186	13	574	23	610	29	159	66	254	19	978	17	1014	2064
05:00 PM	9	35	3	47	2	103	12	117	11	41	21	73	6	209	8	223	460
05:15 PM	11	31	3	45	3	127	6	136	7	38	16	61	7	249	2	258	500
05:30 PM	9	22	3	34	5	102	14	121	4	49	17	70	2	230	3	235	460
05:45 PM	9	27	2	38	2	132	9	143	3	35	11	49	1	234	0	235	465
Total	38	115	11	164	12	464	41	517	25	163	65	253	16	922	13	951	1885
Grand Total	81	247	22	350	25	1038	64	1127	54	322	131	507	35	1900	30	1965	3949
Apprch %	23.1	70.6	6.3		2.2	92.1	5.7		10.7	63.5	25.8		1.8	96.7	1.5		
Total %	2.1	6.3	0.6	8.9	0.6	26.3	1.6	28.5	1.4	8.2	3.3	12.8	0.9	48.1	0.8	49.8	

	Alameda Street East Southbound				Compton Boulevard Westbound				Alameda Street East Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**13**	32	1	46	4	144	6	154	6	36	**21**	63	1	262	**5**	268	531
04:15 PM	8	**36**	1	45	**6**	129	**7**	142	6	39	12	57	4	238	4	246	490
04:30 PM	12	35	4	**51**	2	146	6	154	6	**44**	16	66	6	213	5	224	495
04:45 PM	10	29	**5**	44	1	**155**	4	**160**	**11**	40	17	**68**	**8**	**265**	3	**276**	**548**
Total Volume	43	132	11	186	13	574	23	610	29	159	66	254	19	978	17	1014	2064
% App. Total	23.1	71	5.9		2.1	94.1	3.8		11.4	62.6	26		1.9	96.4	1.7		
PHF	.827	.917	.550	.912	.542	.926	.821	.953	.659	.903	.786	.934	.594	.923	.850	.918	.942

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City of Compton
N/S: Alameda Street East
E/W: Compton Boulevard
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File Name : 11_CPT_Alameda E_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	8	**36**	1	45	4	144	6	154	**11**	40	17	68	1	262	**5**	268
+15 mins.	**12**	35	4	**51**	**6**	129	**7**	142	11	41	**21**	**73**	4	238	4	246
+30 mins.	10	29	**5**	44	2	146	6	154	7	38	16	61	6	213	5	224
+45 mins.	9	35	3	47	1	**155**	4	**160**	4	**49**	17	70	**8**	**265**	3	**276**
Total Volume	39	135	13	187	13	574	23	610	33	168	71	272	19	978	17	1014
% App. Total	20.9	72.2	7		2.1	94.1	3.8		12.1	61.8	26.1		1.9	96.4	1.7	
PHF	.813	.938	.650	.917	.542	.926	.821	.953	.750	.857	.845	.932	.594	.923	.850	.918

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City of Compton
N/S: Alameda Street West
E/W: Myrrh Street
Weather: Clear

File Name : 12_CPT_Alameda W_Myrrh AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

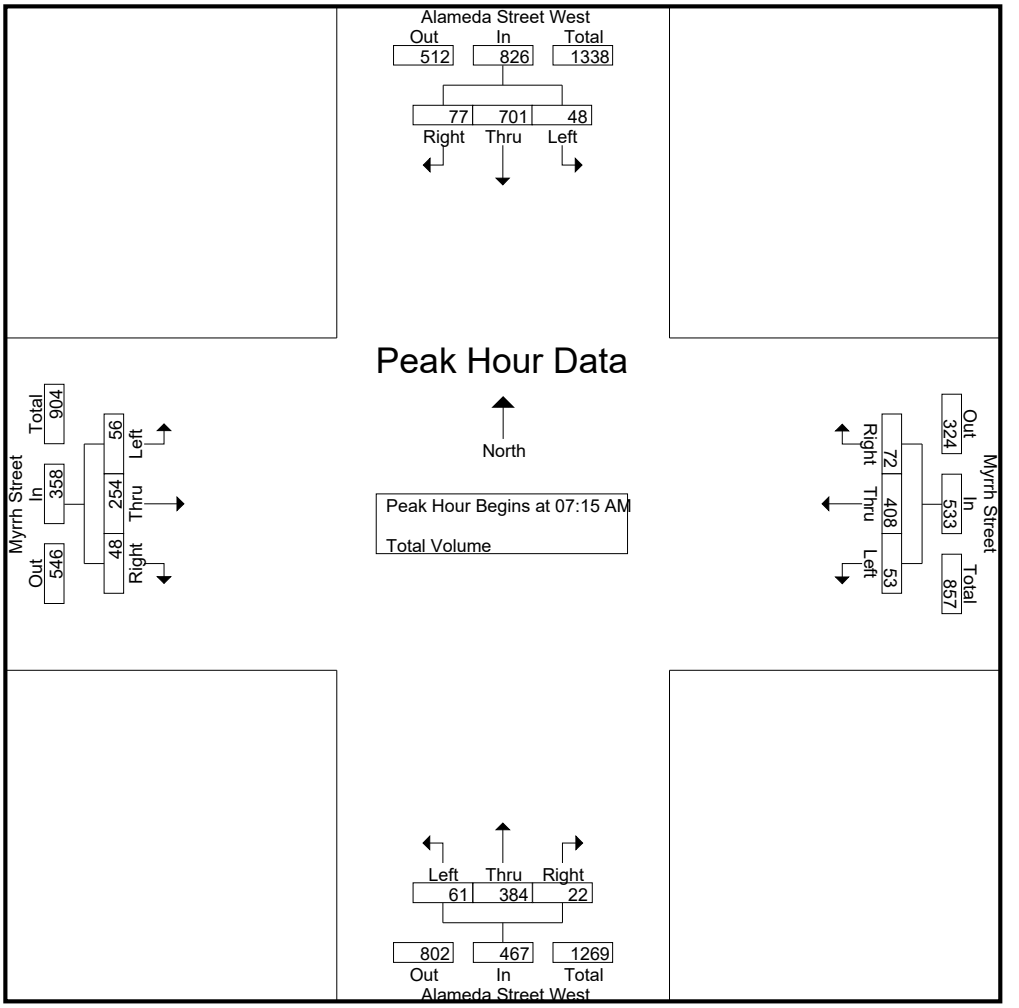
	Alameda Street West Southbound				Myrrh Street Westbound				Alameda Street West Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	109	6	129	8	50	18	76	5	95	4	104	11	28	12	51	360
07:15 AM	13	160	16	189	10	65	20	95	17	92	4	113	13	42	12	67	464
07:30 AM	10	165	19	194	9	95	13	117	14	69	5	88	12	63	13	88	487
07:45 AM	16	182	25	223	18	136	14	168	12	112	5	129	16	92	10	118	638
Total	53	616	66	735	45	346	65	456	48	368	18	434	52	225	47	324	1949
08:00 AM	9	194	17	220	16	112	25	153	18	111	8	137	15	57	13	85	595
08:15 AM	20	133	12	165	9	81	20	110	11	111	4	126	17	39	6	62	463
08:30 AM	9	142	12	163	4	71	17	92	19	103	0	122	9	18	7	34	411
08:45 AM	14	134	16	164	6	56	15	77	9	100	4	113	13	33	6	52	406
Total	52	603	57	712	35	320	77	432	57	425	16	498	54	147	32	233	1875
Grand Total	105	1219	123	1447	80	666	142	888	105	793	34	932	106	372	79	557	3824
Apprch %	7.3	84.2	8.5		9	75	16		11.3	85.1	3.6		19	66.8	14.2		
Total %	2.7	31.9	3.2	37.8	2.1	17.4	3.7	23.2	2.7	20.7	0.9	24.4	2.8	9.7	2.1	14.6	

	Alameda Street West Southbound				Myrrh Street Westbound				Alameda Street West Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	160	16	189	10	65	20	95	17	92	4	113	13	42	12	67	464
07:30 AM	10	165	19	194	9	95	13	117	14	69	5	88	12	63	**13**	88	487
07:45 AM	**16**	182	**25**	**223**	**18**	**136**	14	**168**	12	**112**	5	129	**16**	**92**	10	**118**	**638**
08:00 AM	9	**194**	17	220	16	112	**25**	153	**18**	111	**8**	**137**	15	57	13	85	595
Total Volume	48	701	77	826	53	408	72	533	61	384	22	467	56	254	48	358	2184
% App. Total	5.8	84.9	9.3		9.9	76.5	13.5		13.1	82.2	4.7		15.6	70.9	13.4		
PHF	.750	.903	.770	.926	.736	.750	.720	.793	.847	.857	.688	.852	.875	.690	.923	.758	.856

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City of Compton
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Weather: Clear

File Name : 12_CPT_Alameda W_Myrrh AM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	13	160	16	189	9	95	13	117	12	**112**	5	129	13	42	12	67
+15 mins.	10	165	19	194	**18**	**136**	14	**168**	18	111	**8**	**137**	12	63	**13**	88
+30 mins.	**16**	182	**25**	**223**	16	112	**25**	153	11	111	4	126	**16**	**92**	10	**118**
+45 mins.	9	**194**	17	220	9	81	20	110	**19**	103	0	122	15	57	13	85
Total Volume	48	701	77	826	52	424	72	548	60	437	17	514	56	254	48	358
% App. Total	5.8	84.9	9.3		9.5	77.4	13.1		11.7	85	3.3		15.6	70.9	13.4	
PHF	.750	.903	.770	.926	.722	.779	.720	.815	.789	.975	.531	.938	.875	.690	.923	.758

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City of Compton
N/S: Alameda Street West
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Weather: Clear

File Name : 12_CPT_Alameda W_Myrrh PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

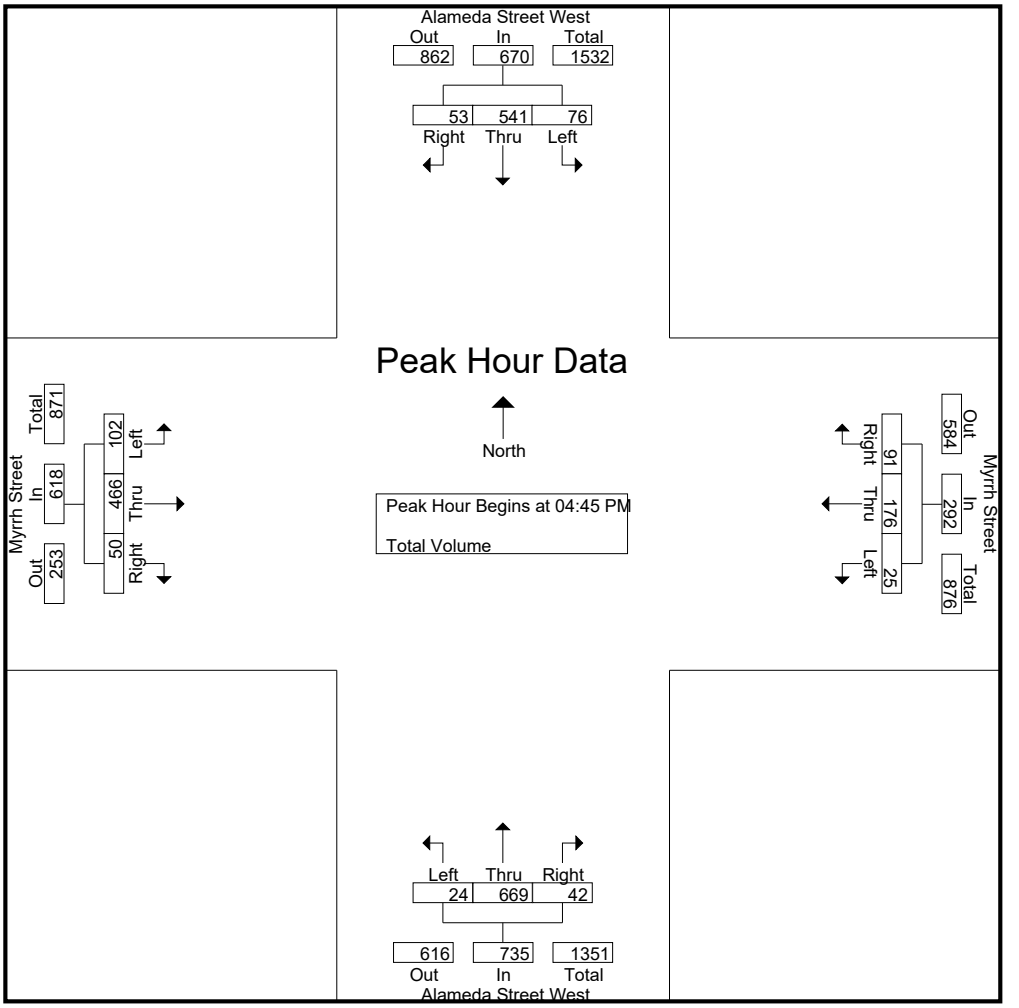
	Alameda Street West Southbound				Myrrh Street Westbound				Alameda Street West Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	141	15	178	12	34	30	76	6	167	7	180	32	77	11	120	554
04:15 PM	27	132	10	169	7	44	29	80	9	154	7	170	27	84	16	127	546
04:30 PM	24	137	16	177	4	36	38	78	5	164	9	178	20	82	6	108	541
04:45 PM	17	138	19	174	6	43	25	74	11	181	9	201	23	110	9	142	591
Total	90	548	60	698	29	157	122	308	31	666	32	729	102	353	42	497	2232
05:00 PM	18	111	11	140	10	40	21	71	6	174	14	194	30	128	13	171	576
05:15 PM	18	152	16	186	4	45	20	69	4	151	9	164	25	115	13	153	572
05:30 PM	23	140	7	170	5	48	25	78	3	163	10	176	24	113	15	152	576
05:45 PM	27	144	15	186	6	34	19	59	5	160	7	172	24	98	5	127	544
Total	86	547	49	682	25	167	85	277	18	648	40	706	103	454	46	603	2268
Grand Total	176	1095	109	1380	54	324	207	585	49	1314	72	1435	205	807	88	1100	4500
Apprch %	12.8	79.3	7.9		9.2	55.4	35.4		3.4	91.6	5		18.6	73.4	8		
Total %	3.9	24.3	2.4	30.7	1.2	7.2	4.6	13	1.1	29.2	1.6	31.9	4.6	17.9	2	24.4	

	Alameda Street West Southbound				Myrrh Street Westbound				Alameda Street West Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	138	**19**	174	6	43	**25**	74	**11**	**181**	9	**201**	23	110	9	142	**591**
05:00 PM	18	111	11	140	**10**	40	21	71	6	174	**14**	194	**30**	**128**	13	**171**	576
05:15 PM	18	**152**	16	**186**	4	45	20	69	4	151	9	164	25	115	13	153	572
05:30 PM	**23**	140	7	170	5	**48**	25	**78**	3	163	10	176	24	113	**15**	152	576
Total Volume	76	541	53	670	25	176	91	292	24	669	42	735	102	466	50	618	2315
% App. Total	11.3	80.7	7.9		8.6	60.3	31.2		3.3	91	5.7		16.5	75.4	8.1		
PHF	.826	.890	.697	.901	.625	.917	.910	.936	.545	.924	.750	.914	.850	.910	.833	.904	.979

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City of Compton
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File Name : 12_CPT_Alameda W_Myrrh PM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	22	**141**	15	**178**	**12**	34	30	76	9	154	7	170	23	110	9	142
+15 mins.	**27**	132	10	169	7	**44**	29	**80**	5	164	9	178	**30**	**128**	13	**171**
+30 mins.	24	137	16	177	4	36	**38**	78	**11**	**181**	9	**201**	25	115	13	153
+45 mins.	17	138	**19**	174	6	43	25	74	6	174	**14**	194	24	113	**15**	152
Total Volume	90	548	60	698	29	157	122	308	31	673	39	743	102	466	50	618
% App. Total	12.9	78.5	8.6		9.4	51	39.6		4.2	90.6	5.2		16.5	75.4	8.1	
PHF	.833	.972	.789	.980	.604	.892	.803	.963	.705	.930	.696	.924	.850	.910	.833	.904

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City of Compton
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File Name : 13_CPT_Alameda E_Myrrh AM
Site Code : 04219731
Start Date : 10/22/2019
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Groups Printed- Total Volume

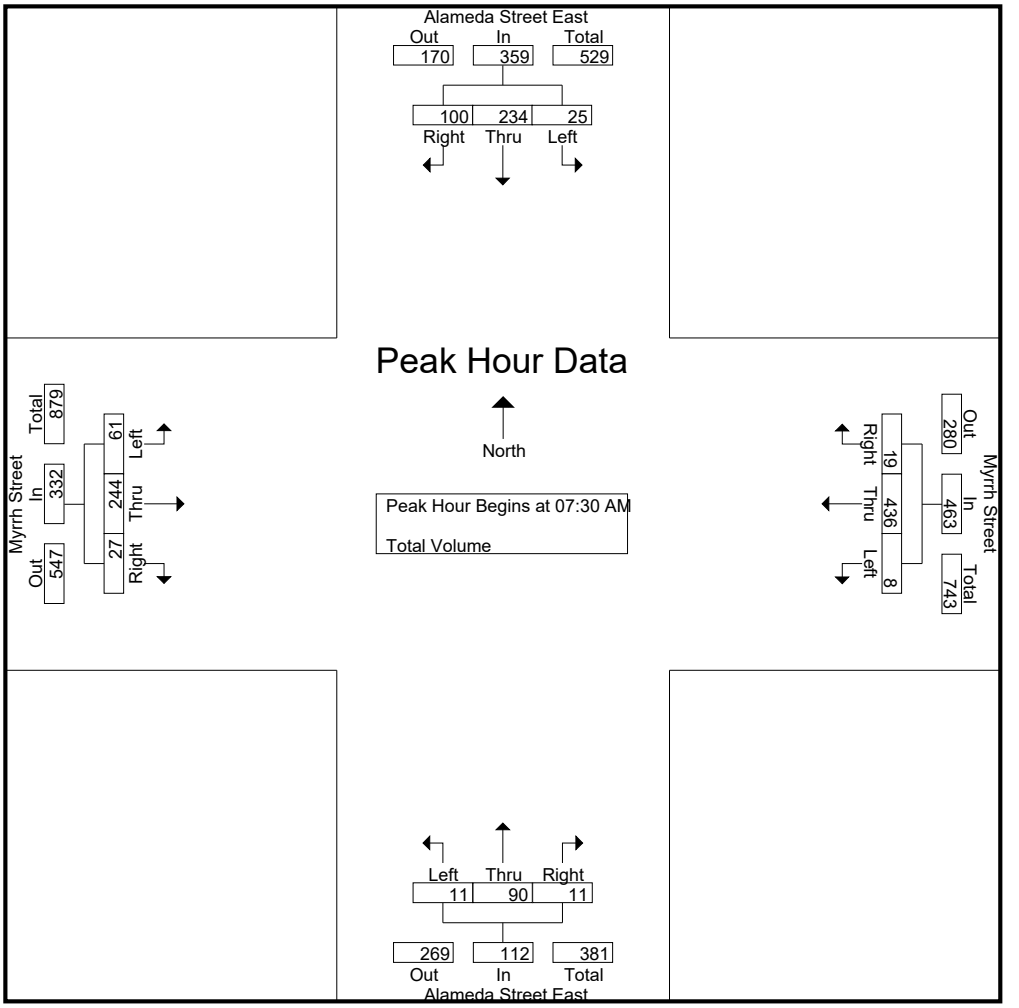
	Alameda Street East Southbound				Myrrh Street Westbound				Alameda Street East Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	25	6	32	3	69	4	76	1	12	0	13	5	38	5	48	169
07:15 AM	5	39	21	65	4	75	3	82	0	13	2	15	9	43	7	59	221
07:30 AM	8	67	20	95	4	99	5	108	5	13	2	20	19	55	3	77	300
07:45 AM	6	72	45	123	3	123	5	131	1	32	3	36	18	88	12	118	408
Total	20	203	92	315	14	366	17	397	7	70	7	84	51	224	27	302	1098
08:00 AM	6	61	22	89	0	121	4	125	4	25	5	34	15	58	4	77	325
08:15 AM	5	34	13	52	1	93	5	99	1	20	1	22	9	43	8	60	233
08:30 AM	1	27	6	34	3	82	3	88	3	12	2	17	4	24	1	29	168
08:45 AM	3	25	8	36	0	68	4	72	6	19	1	26	12	37	2	51	185
Total	15	147	49	211	4	364	16	384	14	76	9	99	40	162	15	217	911
Grand Total	35	350	141	526	18	730	33	781	21	146	16	183	91	386	42	519	2009
Apprch %	6.7	66.5	26.8		2.3	93.5	4.2		11.5	79.8	8.7		17.5	74.4	8.1		
Total %	1.7	17.4	7	26.2	0.9	36.3	1.6	38.9	1	7.3	0.8	9.1	4.5	19.2	2.1	25.8	

	Alameda Street East Southbound				Myrrh Street Westbound				Alameda Street East Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**8**	67	20	95	**4**	99	**5**	108	**5**	13	2	20	**19**	55	3	77	300
07:45 AM	6	**72**	**45**	**123**	3	**123**	5	**131**	1	**32**	3	**36**	18	**88**	**12**	**118**	**408**
08:00 AM	6	61	22	89	0	121	4	125	4	25	**5**	34	15	58	4	77	325
08:15 AM	5	34	13	52	1	93	5	99	1	20	1	22	9	43	8	60	233
Total Volume	25	234	100	359	8	436	19	463	11	90	11	112	61	244	27	332	1266
% App. Total	7	65.2	27.9		1.7	94.2	4.1		9.8	80.4	9.8		18.4	73.5	8.1		
PHF	.781	.813	.556	.730	.500	.886	.950	.884	.550	.703	.550	.778	.803	.693	.563	.703	.776

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City of Compton
N/S: Alameda Street East
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File Name : 13_CPT_Alameda E_Myrrh AM
Site Code : 04219731
Start Date : 10/22/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	39	21	65	**4**	99	**5**	108	**5**	13	2	20	**19**	55	3	77
+15 mins.	**8**	67	20	95	3	**123**	5	**131**	1	**32**	3	**36**	18	**88**	**12**	**118**
+30 mins.	6	**72**	**45**	**123**	0	121	4	125	4	25	**5**	34	15	58	4	77
+45 mins.	6	61	22	89	1	93	5	99	1	20	1	22	9	43	8	60
Total Volume	25	239	108	372	8	436	19	463	11	90	11	112	61	244	27	332
% App. Total	6.7	64.2	29		1.7	94.2	4.1		9.8	80.4	9.8		18.4	73.5	8.1	
PHF	.781	.830	.600	.756	.500	.886	.950	.884	.550	.703	.550	.778	.803	.693	.563	.703

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Groups Printed- Total Volume

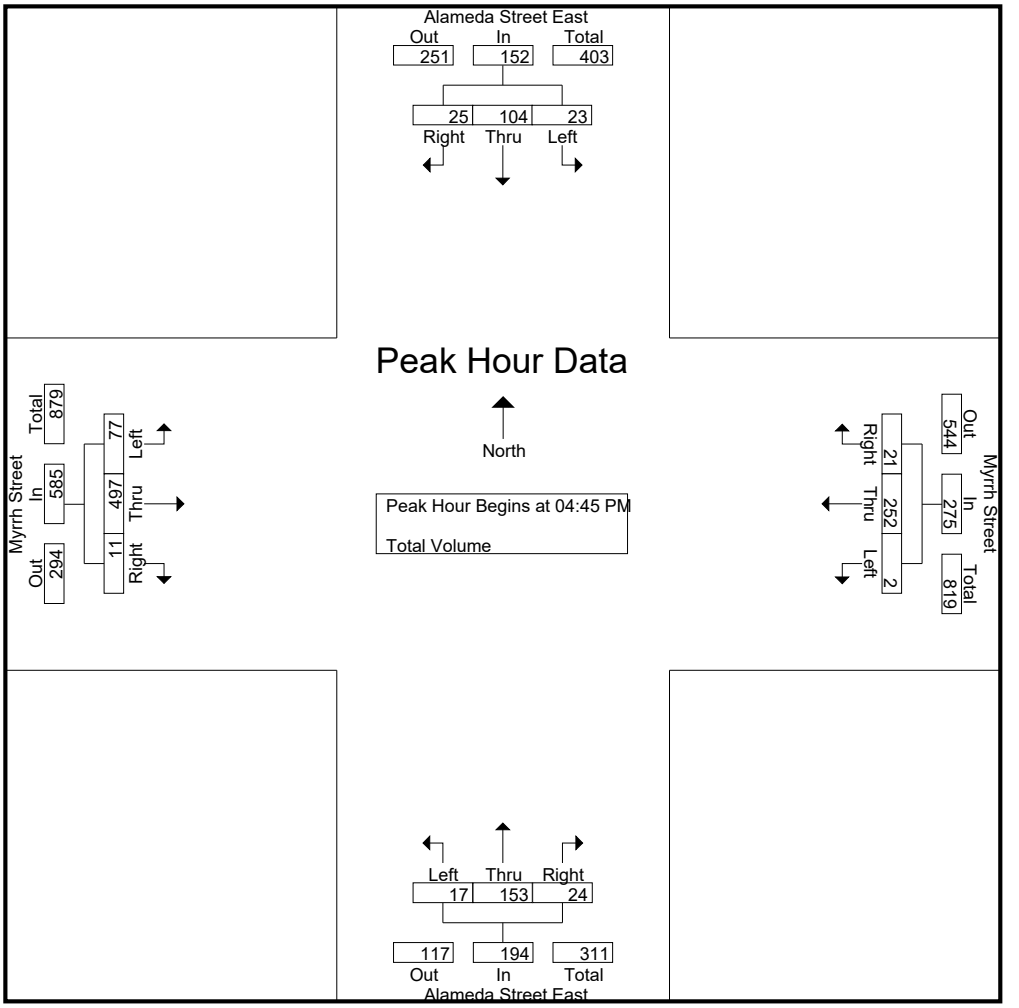
	Alameda Street East Southbound				Myrrh Street Westbound				Alameda Street East Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	30	11	48	1	61	4	66	6	40	3	49	15	88	5	108	271
04:15 PM	5	29	9	43	1	68	4	73	3	32	4	39	17	99	4	120	275
04:30 PM	11	31	6	48	1	67	2	70	5	45	2	52	14	93	2	109	279
04:45 PM	5	26	4	35	0	70	7	77	2	35	3	40	18	121	1	140	292
Total	28	116	30	174	3	266	17	286	16	152	12	180	64	401	12	477	1117
05:00 PM	7	30	8	45	0	56	3	59	10	37	11	58	20	135	3	158	320
05:15 PM	9	29	4	42	1	62	7	70	3	39	4	46	19	123	4	146	304
05:30 PM	2	19	9	30	1	64	4	69	2	42	6	50	20	118	3	141	290
05:45 PM	7	28	1	36	1	56	8	65	3	25	3	31	19	112	4	135	267
Total	25	106	22	153	3	238	22	263	18	143	24	185	78	488	14	580	1181
Grand Total	53	222	52	327	6	504	39	549	34	295	36	365	142	889	26	1057	2298
Apprch %	16.2	67.9	15.9		1.1	91.8	7.1		9.3	80.8	9.9		13.4	84.1	2.5		
Total %	2.3	9.7	2.3	14.2	0.3	21.9	1.7	23.9	1.5	12.8	1.6	15.9	6.2	38.7	1.1	46	

	Alameda Street East Southbound				Myrrh Street Westbound				Alameda Street East Northbound				Myrrh Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	26	4	35	0	**70**	**7**	**77**	2	35	3	40	18	121	1	140	292
05:00 PM	7	**30**	8	**45**	0	56	3	59	**10**	37	**11**	**58**	**20**	**135**	3	**158**	**320**
05:15 PM	**9**	29	4	42	**1**	62	7	70	3	39	4	46	19	123	**4**	146	304
05:30 PM	2	19	**9**	30	1	64	4	69	2	**42**	6	50	20	118	3	141	290
Total Volume	23	104	25	152	2	252	21	275	17	153	24	194	77	497	11	585	1206
% App. Total	15.1	68.4	16.4		0.7	91.6	7.6		8.8	78.9	12.4		13.2	85	1.9		
PHF	.639	.867	.694	.844	.500	.900	.750	.893	.425	.911	.545	.836	.963	.920	.688	.926	.942

Counts Unlimited
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City of Compton
N/S: Alameda Street East
E/W: Myrrh Street
Weather: Clear

File Name : 13_CPT_Alameda E_Myrrh PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	7	30	**11**	**48**	**1**	61	4	66	5	**45**	2	52	18	121	1	140
+15 mins.	5	29	9	43	1	68	4	73	2	35	3	40	**20**	**135**	3	**158**
+30 mins.	**11**	**31**	6	48	1	67	2	70	**10**	37	**11**	**58**	19	123	**4**	146
+45 mins.	5	26	4	35	0	**70**	**7**	**77**	3	39	4	46	20	118	3	141
Total Volume	28	116	30	174	3	266	17	286	20	156	20	196	77	497	11	585
% App. Total	16.1	66.7	17.2		1	93	5.9		10.2	79.6	10.2		13.2	85	1.9	
PHF	.636	.935	.682	.906	.750	.950	.607	.929	.500	.867	.455	.845	.963	.920	.688	.926

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City of Compton
N/S: Santa Fe Avenue
E/W: Rosecrans Avenue
Weather: Clear

File Name : 14_CPT_Santa Fe_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

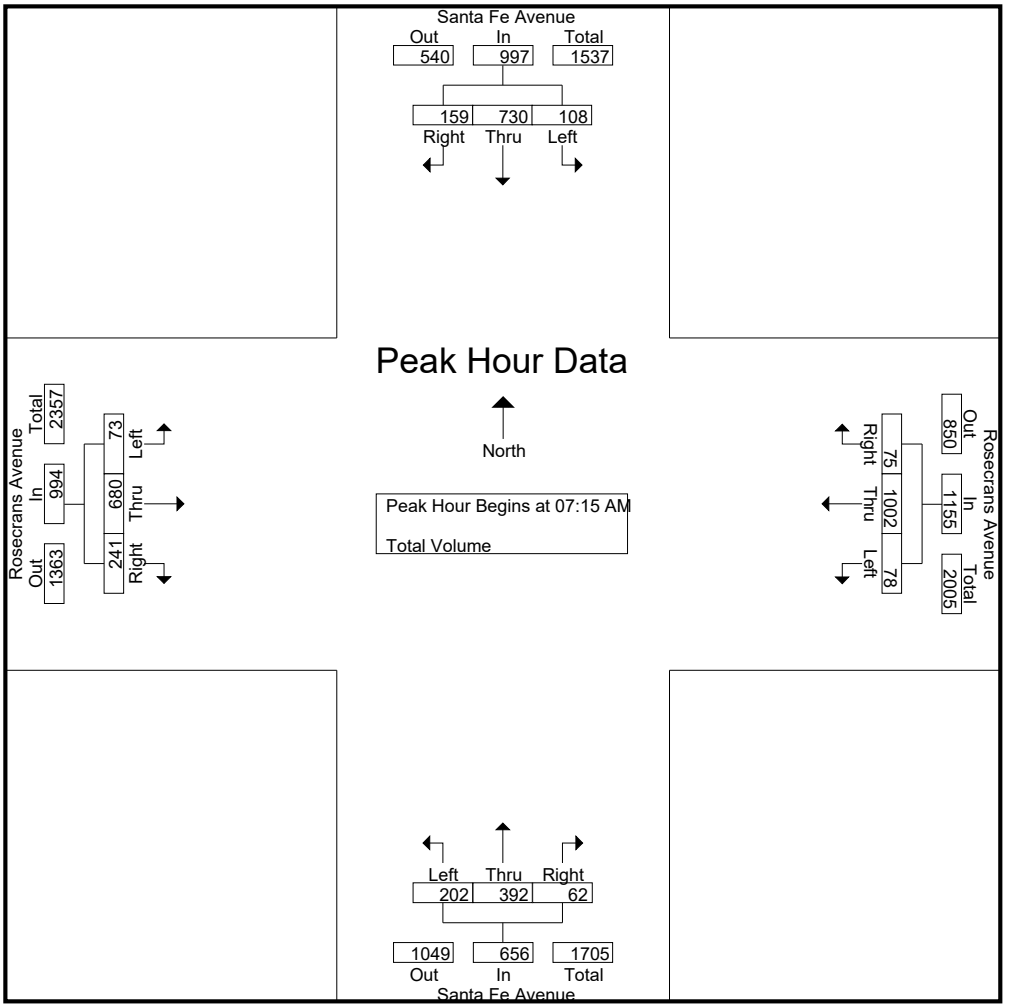
	Santa Fe Avenue Southbound				Rosecrans Avenue Westbound				Santa Fe Avenue Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	117	13	144	15	235	14	264	24	70	14	108	14	148	41	203	719
07:15 AM	25	170	36	231	19	269	17	305	43	77	15	135	16	162	45	223	894
07:30 AM	25	185	51	261	22	308	15	345	50	82	19	151	16	182	64	262	1019
07:45 AM	27	228	34	289	14	224	24	262	56	101	14	171	18	176	82	276	998
Total	91	700	134	925	70	1036	70	1176	173	330	62	565	64	668	232	964	3630
08:00 AM	31	147	38	216	23	201	19	243	53	132	14	199	23	160	50	233	891
08:15 AM	18	116	25	159	23	139	13	175	49	72	14	135	21	140	28	189	658
08:30 AM	13	98	29	140	19	150	20	189	39	86	11	136	18	170	35	223	688
08:45 AM	19	107	21	147	14	119	11	144	32	74	13	119	14	100	28	142	552
Total	81	468	113	662	79	609	63	751	173	364	52	589	76	570	141	787	2789
Grand Total	172	1168	247	1587	149	1645	133	1927	346	694	114	1154	140	1238	373	1751	6419
Apprch %	10.8	73.6	15.6		7.7	85.4	6.9		30	60.1	9.9		8	70.7	21.3		
Total %	2.7	18.2	3.8	24.7	2.3	25.6	2.1	30	5.4	10.8	1.8	18	2.2	19.3	5.8	27.3	

	Santa Fe Avenue Southbound				Rosecrans Avenue Westbound				Santa Fe Avenue Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	170	36	231	19	269	17	305	43	77	15	135	16	162	45	223	894
07:30 AM	25	185	**51**	261	22	**308**	15	**345**	50	82	**19**	151	16	**182**	64	262	**1019**
07:45 AM	27	**228**	34	**289**	14	224	**24**	262	**56**	101	14	171	18	176	**82**	**276**	998
08:00 AM	**31**	147	38	216	**23**	201	19	243	53	**132**	14	**199**	**23**	160	50	233	891
Total Volume	108	730	159	997	78	1002	75	1155	202	392	62	656	73	680	241	994	3802
% App. Total	10.8	73.2	15.9		6.8	86.8	6.5		30.8	59.8	9.5		7.3	68.4	24.2		
PHF	.871	.800	.779	.862	.848	.813	.781	.837	.902	.742	.816	.824	.793	.934	.735	.900	.933

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City of Compton
N/S: Santa Fe Avenue
E/W: Rosecrans Avenue
Weather: Clear

File Name : 14_CPT_Santa Fe_Rosecrans AM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	25	170	36	231	15	235	14	264	43	77	15	135	16	162	45	223
+15 mins.	25	185	**51**	261	19	269	17	305	50	82	**19**	151	16	**182**	64	262
+30 mins.	27	**228**	34	**289**	**22**	**308**	15	**345**	**56**	101	14	171	18	176	**82**	**276**
+45 mins.	**31**	147	38	216	14	224	**24**	262	53	**132**	14	**199**	**23**	160	50	233
Total Volume	108	730	159	997	70	1036	70	1176	202	392	62	656	73	680	241	994
% App. Total	10.8	73.2	15.9		6	88.1	6		30.8	59.8	9.5		7.3	68.4	24.2	
PHF	.871	.800	.779	.862	.795	.841	.729	.852	.902	.742	.816	.824	.793	.934	.735	.900

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City of Compton
N/S: Santa Fe Avenue
E/W: Rosecrans Avenue
Weather: Clear

File Name : 14_CPT_Santa Fe_Rosecrans PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 1

Groups Printed- Total Volume

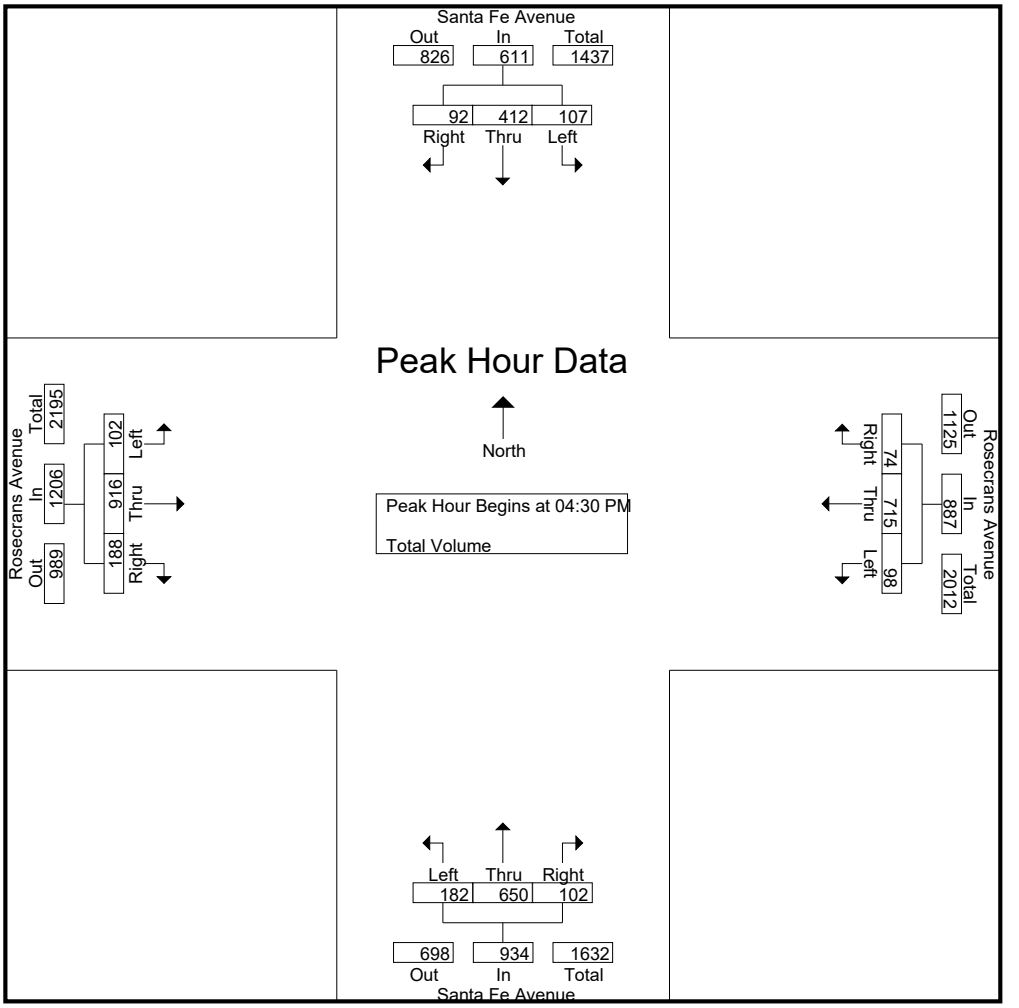
	Santa Fe Avenue Southbound				Rosecrans Avenue Westbound				Santa Fe Avenue Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	110	19	160	27	173	15	215	47	172	22	241	28	223	39	290	906
04:15 PM	26	97	21	144	25	165	22	212	43	141	17	201	20	218	40	278	835
04:30 PM	26	130	26	182	23	175	19	217	46	154	26	226	22	223	42	287	912
04:45 PM	25	96	19	140	23	164	22	209	45	151	27	223	23	247	44	314	886
Total	108	433	85	626	98	677	78	853	181	618	92	891	93	911	165	1169	3539
05:00 PM	25	109	23	157	28	182	18	228	46	166	26	238	26	207	57	290	913
05:15 PM	31	77	24	132	24	194	15	233	45	179	23	247	31	239	45	315	927
05:30 PM	18	93	24	135	23	168	31	222	29	155	27	211	41	215	57	313	881
05:45 PM	34	112	26	172	19	171	17	207	46	147	28	221	35	194	60	289	889
Total	108	391	97	596	94	715	81	890	166	647	104	917	133	855	219	1207	3610
Grand Total	216	824	182	1222	192	1392	159	1743	347	1265	196	1808	226	1766	384	2376	7149
Apprch %	17.7	67.4	14.9		11	79.9	9.1		19.2	70	10.8		9.5	74.3	16.2		
Total %	3	11.5	2.5	17.1	2.7	19.5	2.2	24.4	4.9	17.7	2.7	25.3	3.2	24.7	5.4	33.2	

	Santa Fe Avenue Southbound				Rosecrans Avenue Westbound				Santa Fe Avenue Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	26	**130**	**26**	**182**	23	175	19	217	**46**	154	26	226	22	223	42	287	912
04:45 PM	25	96	19	140	23	164	**22**	209	45	151	**27**	223	23	**247**	44	314	886
05:00 PM	25	109	23	157	**28**	182	18	228	46	166	26	238	26	207	**57**	290	913
05:15 PM	**31**	77	24	132	24	**194**	15	**233**	45	**179**	23	**247**	**31**	239	45	**315**	**927**
Total Volume	107	412	92	611	98	715	74	887	182	650	102	934	102	916	188	1206	3638
% App. Total	17.5	67.4	15.1		11	80.6	8.3		19.5	69.6	10.9		8.5	76	15.6		
PHF	.863	.792	.885	.839	.875	.921	.841	.952	.989	.908	.944	.945	.823	.927	.825	.957	.981

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City of Compton
N/S: Santa Fe Avenue
E/W: Rosecrans Avenue
Weather: Clear

File Name : 14_CPT_Santa Fe_Rosecrans PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	**31**	110	19	160	23	164	22	209	**46**	154	26	226	23	**247**	44	314
+15 mins.	26	97	21	144	**28**	182	18	228	45	151	**27**	223	26	207	**57**	290
+30 mins.	26	**130**	**26**	**182**	24	**194**	15	**233**	46	166	26	238	31	239	45	**315**
+45 mins.	25	96	19	140	23	168	**31**	222	45	**179**	23	**247**	**41**	215	57	313
Total Volume	108	433	85	626	98	708	86	892	182	650	102	934	121	908	203	1232
% App. Total	17.3	69.2	13.6		11	79.4	9.6		19.5	69.6	10.9		9.8	73.7	16.5	
PHF	.871	.833	.817	.860	.875	.912	.694	.957	.989	.908	.944	.945	.738	.919	.890	.978

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City of Compton
N/S: Santa Fe Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 15_CPT_Santa Fe_Compton AM
Site Code : 04219731
Start Date : 10/22/2019

Groups Printed- Total Volume

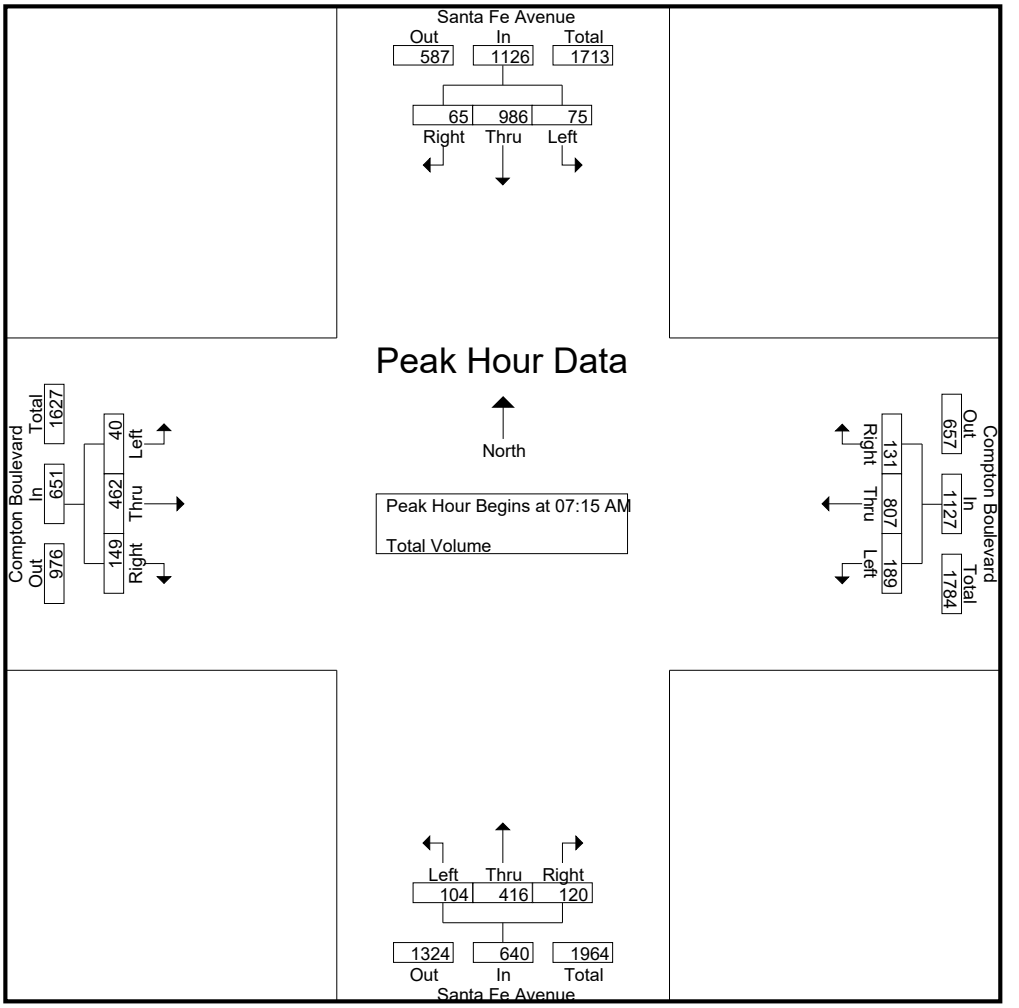
	Santa Fe Avenue Southbound				Compton Boulevard Westbound				Santa Fe Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	159	11	177	32	173	18	223	9	66	11	86	7	82	27	116	602
07:15 AM	20	196	17	233	59	205	26	290	14	73	24	111	6	113	28	147	781
07:30 AM	13	295	14	322	47	203	30	280	21	80	32	133	9	96	38	143	878
07:45 AM	19	293	19	331	50	200	45	295	29	131	37	197	9	115	47	171	994
Total	59	943	61	1063	188	781	119	1088	73	350	104	527	31	406	140	577	3255
08:00 AM	23	202	15	240	33	199	30	262	40	132	27	199	16	138	36	190	891
08:15 AM	17	173	9	199	50	197	29	276	19	91	21	131	10	122	25	157	763
08:30 AM	15	152	13	180	30	193	26	249	23	101	20	144	6	83	24	113	686
08:45 AM	17	112	15	144	31	181	29	241	17	87	23	127	7	101	17	125	637
Total	72	639	52	763	144	770	114	1028	99	411	91	601	39	444	102	585	2977
Grand Total	131	1582	113	1826	332	1551	233	2116	172	761	195	1128	70	850	242	1162	6232
Apprch %	7.2	86.6	6.2		15.7	73.3	11		15.2	67.5	17.3		6	73.1	20.8		
Total %	2.1	25.4	1.8	29.3	5.3	24.9	3.7	34	2.8	12.2	3.1	18.1	1.1	13.6	3.9	18.6	

	Santa Fe Avenue Southbound				Compton Boulevard Westbound				Santa Fe Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	196	17	233	**59**	**205**	26	290	14	73	24	111	6	113	28	147	781
07:30 AM	13	**295**	14	322	47	203	30	280	21	80	32	133	9	96	38	143	878
07:45 AM	19	293	**19**	**331**	50	200	**45**	**295**	29	131	**37**	197	9	115	**47**	171	**994**
08:00 AM	**23**	202	15	240	33	199	30	262	**40**	**132**	27	**199**	**16**	**138**	36	**190**	891
Total Volume	75	986	65	1126	189	807	131	1127	104	416	120	640	40	462	149	651	3544
% App. Total	6.7	87.6	5.8		16.8	71.6	11.6		16.2	65	18.8		6.1	71	22.9		
PHF	.815	.836	.855	.850	.801	.984	.728	.955	.650	.788	.811	.804	.625	.837	.793	.857	.891

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City of Compton
N/S: Santa Fe Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 15_CPT_Santa Fe_Compton AM
Site Code : 04219731
Start Date : 10/22/2019



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	20	196	17	233	**59**	**205**	26	290	29	131	**37**	197	9	96	38	143
+15 mins.	13	**295**	14	322	47	203	30	280	**40**	**132**	27	**199**	9	115	**47**	171
+30 mins.	19	293	**19**	**331**	50	200	**45**	**295**	19	91	21	131	**16**	**138**	36	**190**
+45 mins.	**23**	202	15	240	33	199	30	262	23	101	20	144	10	122	25	157
Total Volume	75	986	65	1126	189	807	131	1127	111	455	105	671	44	471	146	661
% App. Total	6.7	87.6	5.8		16.8	71.6	11.6		16.5	67.8	15.6		6.7	71.3	22.1	
PHF	.815	.836	.855	.850	.801	.984	.728	.955	.694	.862	.709	.843	.688	.853	.777	.870

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City of Compton
N/S: Santa Fe Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 15_CPT_Santa Fe_Compton PM
Site Code : 04219731
Start Date : 10/22/2019

Groups Printed- Total Volume

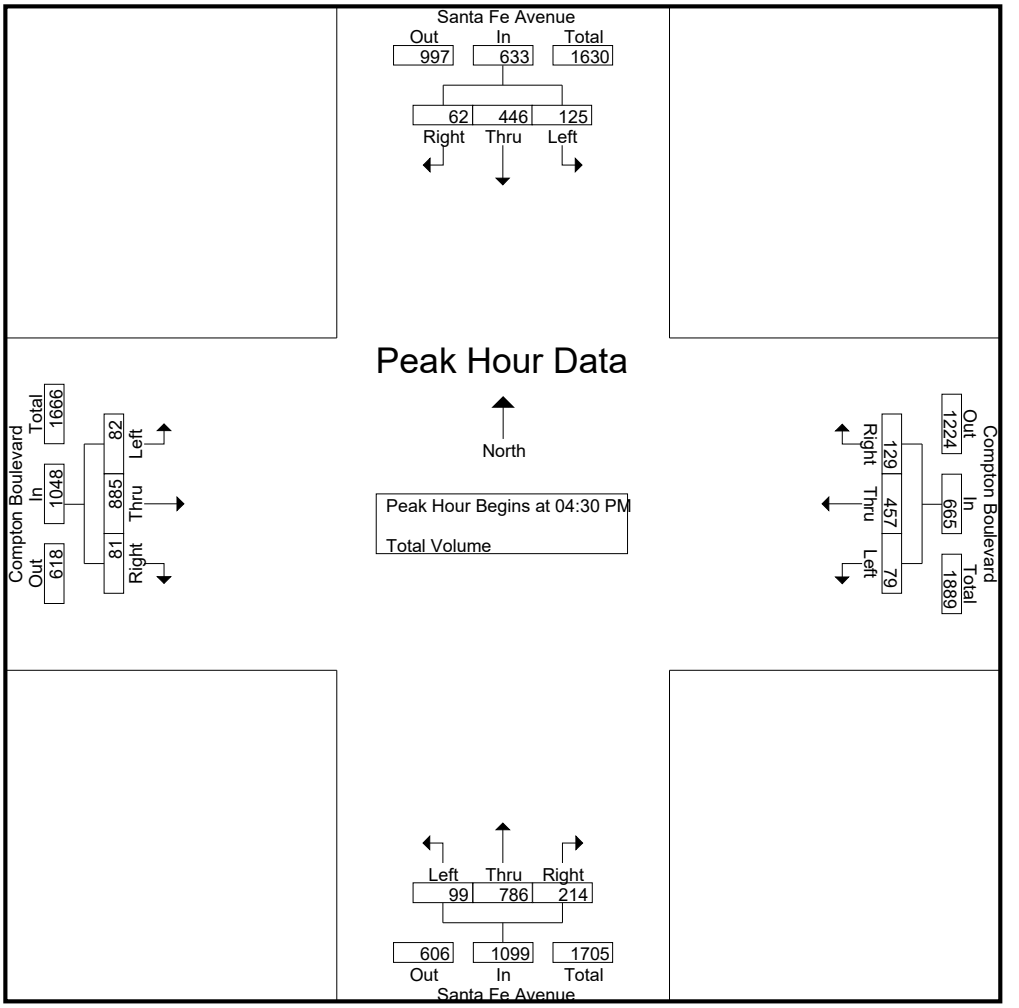
	Santa Fe Avenue Southbound				Compton Boulevard Westbound				Santa Fe Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	116	8	155	23	114	25	162	28	186	44	258	16	226	26	268	843
04:15 PM	28	115	12	155	21	133	21	175	22	186	38	246	17	217	22	256	832
04:30 PM	31	126	14	171	20	120	32	172	32	171	45	248	20	214	19	253	844
04:45 PM	35	110	15	160	20	114	24	158	20	209	57	286	15	234	22	271	875
Total	125	467	49	641	84	481	102	667	102	752	184	1038	68	891	89	1048	3394
05:00 PM	26	110	18	154	16	120	32	168	24	209	60	293	21	211	20	252	867
05:15 PM	33	100	15	148	23	103	41	167	23	197	52	272	26	226	20	272	859
05:30 PM	27	111	4	142	34	116	31	181	17	180	54	251	19	234	14	267	841
05:45 PM	25	116	13	154	20	110	23	153	25	194	56	275	17	204	12	233	815
Total	111	437	50	598	93	449	127	669	89	780	222	1091	83	875	66	1024	3382
Grand Total	236	904	99	1239	177	930	229	1336	191	1532	406	2129	151	1766	155	2072	6776
Apprch %	19	73	8		13.2	69.6	17.1		9	72	19.1		7.3	85.2	7.5		
Total %	3.5	13.3	1.5	18.3	2.6	13.7	3.4	19.7	2.8	22.6	6	31.4	2.2	26.1	2.3	30.6	

	Santa Fe Avenue Southbound				Compton Boulevard Westbound				Santa Fe Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	31	**126**	14	**171**	20	**120**	32	**172**	**32**	171	45	248	20	214	19	253	844
04:45 PM	**35**	110	15	160	20	114	24	158	20	**209**	57	286	15	**234**	**22**	271	**875**
05:00 PM	26	110	**18**	154	16	120	32	168	24	209	**60**	**293**	21	211	20	252	867
05:15 PM	33	100	15	148	**23**	103	**41**	167	23	197	52	272	**26**	226	20	**272**	859
Total Volume	125	446	62	633	79	457	129	665	99	786	214	1099	82	885	81	1048	3445
% App. Total	19.7	70.5	9.8		11.9	68.7	19.4		9	71.5	19.5		7.8	84.4	7.7		
PHF	.893	.885	.861	.925	.859	.952	.787	.967	.773	.940	.892	.938	.788	.946	.920	.963	.984

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Compton
N/S: Santa Fe Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 15_CPT_Santa Fe_Compton PM
Site Code : 04219731
Start Date : 10/22/2019
Page No : 2

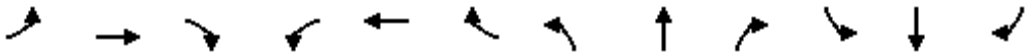


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	31	116	8	155	20	114	24	158	20	**209**	57	286	15	**234**	**22**	271
+15 mins.	28	115	12	155	16	**120**	32	168	**24**	209	**60**	**293**	21	211	20	252
+30 mins.	31	**126**	14	**171**	23	103	**41**	167	23	197	52	272	**26**	226	20	**272**
+45 mins.	**35**	110	**15**	160	**34**	116	31	**181**	17	180	54	251	19	234	14	267
Total Volume	125	467	49	641	93	453	128	674	84	795	223	1102	81	905	76	1062
% App. Total	19.5	72.9	7.6		13.8	67.2	19		7.6	72.1	20.2		7.6	85.2	7.2	
PHF	.893	.927	.817	.937	.684	.944	.780	.931	.875	.951	.929	.940	.779	.967	.864	.976

APPENDIX B – LOS CALCULATION SHEETS

Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	611	183	160	778	33	128	88	84	64	120	18
Future Volume (vph)	18	611	183	160	778	33	128	88	84	64	120	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	3417		1770	3518		1770	1863	1583		1812	
Flt Permitted	0.95	1.00		0.95	1.00		0.58	1.00	1.00		0.88	
Satd. Flow (perm)	1770	3417		1770	3518		1087	1863	1583		1614	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	20	671	201	176	855	36	141	97	92	70	132	20
RTOR Reduction (vph)	0	28	0	0	3	0	0	0	59	0	3	0
Lane Group Flow (vph)	20	844	0	176	888	0	141	97	33	0	219	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	2.2	31.1		13.9	42.8		32.4	32.4	32.4		32.4	
Effective Green, g (s)	2.2	31.1		13.9	42.8		32.4	32.4	32.4		32.4	
Actuated g/C Ratio	0.02	0.34		0.15	0.47		0.35	0.35	0.35		0.35	
Clearance Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	42	1162		269	1647		385	660	561		572	
v/s Ratio Prot	0.01	c0.25		c0.10	0.25			0.05				
v/s Ratio Perm							0.13		0.02		c0.14	
v/c Ratio	0.48	0.73		0.65	0.54		0.37	0.15	0.06		0.38	
Uniform Delay, d1	44.0	26.4		36.5	17.3		21.9	20.1	19.4		22.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	8.3	2.3		5.6	0.3		2.7	0.5	0.2		1.9	
Delay (s)	52.3	28.7		42.1	17.6		24.6	20.6	19.6		24.0	
Level of Service	D	C		D	B		C	C	B		C	
Approach Delay (s)		29.2			21.7			22.0			24.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	91.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	897	23	48	1216	164	19	100	10	150	144	38
Future Volume (vph)	13	897	23	48	1216	164	19	100	10	150	144	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	3526		1770	3476			1830			1794	
Flt Permitted	0.08	1.00		0.21	1.00			0.92			0.79	
Satd. Flow (perm)	141	3526		389	3476			1701			1441	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	975	25	52	1322	178	21	109	11	163	157	41
RTOR Reduction (vph)	0	2	0	0	10	0	0	3	0	0	4	0
Lane Group Flow (vph)	14	998	0	52	1490	0	0	138	0	0	357	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	53.0	53.0		53.0	53.0			37.0			37.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0			37.0			37.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.37			0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	74	1868		206	1842			629			533	
v/s Ratio Prot		0.28			c0.43							
v/s Ratio Perm	0.10			0.13				0.08			c0.25	
v/c Ratio	0.19	0.53		0.25	0.81			0.22			0.67	
Uniform Delay, d1	12.3	15.4		12.8	19.3			21.6			26.4	
Progression Factor	1.00	1.00		0.25	0.17			1.00			1.00	
Incremental Delay, d2	1.2	0.3		0.4	1.5			0.8			3.2	
Delay (s)	13.5	15.7		3.5	4.8			22.4			29.6	
Level of Service	B	B		A	A			C			C	
Approach Delay (s)		15.7			4.8			22.4			29.6	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	989	31	21	1359	109	28	53	34	208	120	50
Future Volume (vph)	42	989	31	21	1359	109	28	53	34	208	120	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3523		1770	3500		1770	1753		1770	1780	
Flt Permitted	0.08	1.00		0.18	1.00		0.61	1.00		0.70	1.00	
Satd. Flow (perm)	141	3523		328	3500		1127	1753		1297	1780	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	45	1063	33	23	1461	117	30	57	37	224	129	54
RTOR Reduction (vph)	0	2	0	0	6	0	0	23	0	0	15	0
Lane Group Flow (vph)	45	1094	0	23	1572	0	30	71	0	224	168	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	53.0	53.0		53.0	53.0		37.0	37.0		37.0	37.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0		37.0	37.0		37.0	37.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.37	0.37		0.37	0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	1867		173	1855		416	648		479	658	
v/s Ratio Prot		0.31			c0.45			0.04			0.09	
v/s Ratio Perm	0.32			0.07			0.03			c0.17		
v/c Ratio	0.61	0.59		0.13	0.85		0.07	0.11		0.47	0.26	
Uniform Delay, d1	16.3	16.0		11.9	20.0		20.4	20.7		24.0	21.9	
Progression Factor	0.51	0.39		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.4	0.4		0.4	3.8		0.3	0.3		0.7	0.2	
Delay (s)	19.6	6.6		12.2	23.8		20.7	21.0		24.7	22.1	
Level of Service	B	A		B	C		C	C		C	C	
Approach Delay (s)		7.1			23.7			20.9			23.6	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	637	66	0	866	34	17	87	9	0	162	67
Future Volume (vph)	20	637	66	0	866	34	17	87	9	0	162	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0			5.0	
Lane Util. Factor	1.00	0.91			0.95			1.00			1.00	
Frt	1.00	0.99			0.99			0.99			0.96	
Flt Protected	0.95	1.00			1.00			0.99			1.00	
Satd. Flow (prot)	1770	5013			3519			1830			1789	
Flt Permitted	0.95	1.00			1.00			0.78			1.00	
Satd. Flow (perm)	1770	5013			3519			1441			1789	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	741	77	0	1007	40	20	101	10	0	188	78
RTOR Reduction (vph)	0	8	0	0	2	0	0	3	0	0	15	0
Lane Group Flow (vph)	23	810	0	0	1045	0	0	128	0	0	251	0
Turn Type	Prot	NA			NA		Perm	NA			NA	
Protected Phases	5	2			6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	2.7	61.2			59.4			18.0			18.0	
Effective Green, g (s)	2.7	61.2			59.4			18.0			18.0	
Actuated g/C Ratio	0.03	0.66			0.64			0.19			0.19	
Clearance Time (s)	4.0	4.0			4.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	51	3295			2245			278			345	
v/s Ratio Prot	c0.01	0.16			c0.30						c0.14	
v/s Ratio Perm								0.09				
v/c Ratio	0.45	0.25			0.47			0.46			0.73	
Uniform Delay, d1	44.5	6.5			8.7			33.2			35.2	
Progression Factor	1.00	1.00			0.19			1.00			1.00	
Incremental Delay, d2	6.2	0.2			0.6			1.2			7.4	
Delay (s)	50.7	6.7			2.3			34.4			42.7	
Level of Service	D	A			A			C			D	
Approach Delay (s)		7.9			2.3			34.4			42.7	
Approach LOS		A			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	93.1	Sum of lost time (s)	13.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	590	51	12	859	16	0	46	15	19	47	37
Future Volume (vph)	0	590	51	12	859	16	0	46	15	19	47	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Lane Util. Factor		0.91		1.00	0.95			1.00		1.00	1.00	
Frt		0.99		1.00	1.00			0.97		1.00	0.93	
Flt Protected		1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		5025		1770	3530			1801		1770	1739	
Flt Permitted		1.00		0.95	1.00			1.00		0.71	1.00	
Satd. Flow (perm)		5025		1770	3530			1801		1326	1739	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	670	58	14	976	18	0	52	17	22	53	42
RTOR Reduction (vph)	0	7	0	0	1	0	0	12	0	0	30	0
Lane Group Flow (vph)	0	721	0	14	993	0	0	57	0	22	65	0
Turn Type		NA		Prot	NA			NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases										4		
Actuated Green, G (s)		61.2		0.9	59.4			18.0		18.0	18.0	
Effective Green, g (s)		61.2		0.9	59.4			18.0		18.0	18.0	
Actuated g/C Ratio		0.66		0.01	0.64			0.19		0.19	0.19	
Clearance Time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		3303		17	2252			348		256	336	
v/s Ratio Prot		0.14		c0.01	c0.28			0.03			c0.04	
v/s Ratio Perm										0.02		
v/c Ratio		0.22		0.82	0.44			0.16		0.09	0.19	
Uniform Delay, d1		6.4		46.0	8.5			31.3		30.8	31.5	
Progression Factor		0.18		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.1		132.1	0.6			0.2		0.1	0.3	
Delay (s)		1.3		178.1	9.1			31.5		30.9	31.8	
Level of Service		A		F	A			C		C	C	
Approach Delay (s)		1.3			11.5			31.5			31.6	
Approach LOS		A			B			C			C	

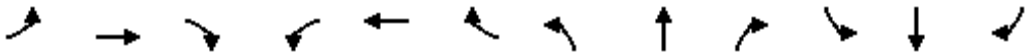
Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	93.1	Sum of lost time (s)	13.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	512	53	48	711	71	61	13	50	25	19	79
Future Volume (vph)	71	512	53	48	711	71	61	13	50	25	19	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			0.95	
Frt	1.00	0.99		1.00	0.99			0.94			0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3489		1770	3491			3246			3167	
Flt Permitted	0.95	1.00		0.95	1.00			0.78			0.89	
Satd. Flow (perm)	1770	3489		1770	3491			2595			2841	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	82	589	61	55	817	82	70	15	57	29	22	91
RTOR Reduction (vph)	0	9	0	0	8	0	0	35	0	0	56	0
Lane Group Flow (vph)	82	641	0	55	891	0	0	107	0	0	86	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.5	31.6		5.1	29.2			32.0			32.0	
Effective Green, g (s)	7.5	31.6		5.1	29.2			32.0			32.0	
Actuated g/C Ratio	0.09	0.38		0.06	0.35			0.39			0.39	
Clearance Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	160	1333		109	1232			1004			1099	
v/s Ratio Prot	c0.05	0.18		0.03	c0.26							
v/s Ratio Perm								c0.04			0.03	
v/c Ratio	0.51	0.48		0.50	0.72			0.11			0.08	
Uniform Delay, d1	35.9	19.3		37.6	23.2			16.2			16.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.8	0.3		3.6	2.1			0.2			0.1	
Delay (s)	38.6	19.6		41.2	25.4			16.4			16.2	
Level of Service	D	B		D	C			B			B	
Approach Delay (s)		21.7			26.3			16.4			16.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	21	28	122	49	178	29	535	26	50	827	14
Future Volume (vph)	18	21	28	122	49	178	29	535	26	50	827	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1733		1770	1644		1770	3514		1770	3530	
Flt Permitted		0.69		0.81	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1219		1509	1644		1770	3514		1770	3530	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	22	30	130	52	189	31	569	28	53	880	15
RTOR Reduction (vph)	0	25	0	0	159	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	46	0	130	82	0	31	595	0	53	894	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.7		12.7	12.7		2.8	47.2		4.7	49.1	
Effective Green, g (s)		12.7		12.7	12.7		2.8	47.2		4.7	49.1	
Actuated g/C Ratio		0.16		0.16	0.16		0.04	0.59		0.06	0.62	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		194		240	262		62	2083		104	2177	
v/s Ratio Prot					0.05		0.02	0.17		c0.03	c0.25	
v/s Ratio Perm		0.04		c0.09								
v/c Ratio		0.24		0.54	0.31		0.50	0.29		0.51	0.41	
Uniform Delay, d1		29.2		30.8	29.6		37.7	7.9		36.3	7.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		2.5	0.7		6.2	0.3		3.9	0.6	
Delay (s)		29.8		33.3	30.3		43.9	8.3		40.2	8.4	
Level of Service		C		C	C		D	A		D	A	
Approach Delay (s)		29.8			31.3			10.0			10.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	489	51	28	742	92	48	428	18	84	734	60
Future Volume (vph)	54	489	51	28	742	92	48	428	18	84	734	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3489		1770	3481		1770	3517		1770	3499	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3489		1770	3481		1770	3517		1770	3499	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	532	55	30	807	100	52	465	20	91	798	65
RTOR Reduction (vph)	0	6	0	0	8	0	0	3	0	0	5	0
Lane Group Flow (vph)	59	581	0	30	899	0	52	482	0	91	858	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	6.5	45.2		7.4	46.1		7.4	32.9		8.4	33.9	
Effective Green, g (s)	6.5	45.2		7.4	46.1		7.4	32.9		8.4	33.9	
Actuated g/C Ratio	0.06	0.40		0.07	0.41		0.07	0.29		0.07	0.30	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	102	1403		116	1427		116	1029		132	1055	
v/s Ratio Prot	c0.03	0.17		0.02	c0.26		0.03	0.14		c0.05	c0.25	
v/s Ratio Perm												
v/c Ratio	0.58	0.41		0.26	0.63		0.45	0.47		0.69	0.81	
Uniform Delay, d1	51.6	24.1		49.9	26.4		50.5	32.6		50.7	36.3	
Progression Factor	1.00	1.00		1.65	0.13		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	0.9		1.0	1.7		2.7	0.3		14.0	4.9	
Delay (s)	59.3	25.0		83.3	5.2		53.3	32.9		64.7	41.2	
Level of Service	E	C		F	A		D	C		E	D	
Approach Delay (s)		28.1			7.7			34.9			43.5	
Approach LOS		C			A			C			D	

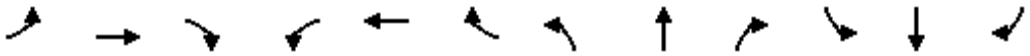
Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	112.4	Sum of lost time (s)	18.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	543	30	26	814	47	33	149	34	64	238	10
Future Volume (vph)	17	543	30	26	814	47	33	149	34	64	238	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3512		1770	3539	1583	1770	1810		1770	1851	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.46	1.00		0.53	1.00	
Satd. Flow (perm)	1770	3512		1770	3539	1583	849	1810		980	1851	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	18	584	32	28	875	51	35	160	37	69	256	11
RTOR Reduction (vph)	0	3	0	0	0	30	0	7	0	0	1	0
Lane Group Flow (vph)	18	613	0	28	875	21	35	190	0	69	266	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	6.5	45.2		7.4	46.1	46.1	32.9	32.9		33.9	33.9	
Effective Green, g (s)	6.5	45.2		7.4	46.1	46.1	32.9	32.9		33.9	33.9	
Actuated g/C Ratio	0.06	0.40		0.07	0.41	0.41	0.29	0.29		0.30	0.30	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	102	1412		116	1451	649	248	529		295	558	
v/s Ratio Prot	0.01	0.17		c0.02	c0.25			0.10			c0.14	
v/s Ratio Perm						0.01	0.04			0.07		
v/c Ratio	0.18	0.43		0.24	0.60	0.03	0.14	0.36		0.23	0.48	
Uniform Delay, d1	50.4	24.3		49.8	26.0	19.8	29.3	31.4		29.5	32.0	
Progression Factor	1.60	0.44		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.9		1.1	1.9	0.1	0.3	0.4		0.4	0.6	
Delay (s)	81.5	11.6		50.9	27.8	19.9	29.6	31.8		29.9	32.6	
Level of Service	F	B		D	C	B	C	C		C	C	
Approach Delay (s)		13.6			28.1			31.5			32.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	112.4	Sum of lost time (s)	18.5
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

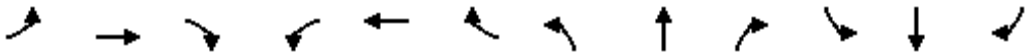
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	254	48	53	408	72	61	384	22	48	701	77
Future Volume (vph)	56	254	48	53	408	72	61	384	22	48	701	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1770	1863	1583	1770	3510		1770	3487	
Flt Permitted	0.30	1.00		0.43	1.00	1.00	0.15	1.00		0.39	1.00	
Satd. Flow (perm)	565	1818		793	1863	1583	271	3510		730	3487	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	74	334	63	70	537	95	80	505	29	63	922	101
RTOR Reduction (vph)	0	6	0	0	0	49	0	5	0	0	9	0
Lane Group Flow (vph)	74	391	0	70	537	46	80	529	0	63	1014	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	45.3	45.3		45.3	45.3	45.3	38.7	38.7		38.7	38.7	
Effective Green, g (s)	45.3	45.3		45.3	45.3	45.3	38.7	38.7		38.7	38.7	
Actuated g/C Ratio	0.48	0.48		0.48	0.48	0.48	0.41	0.41		0.41	0.41	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	272	876		382	897	762	111	1445		300	1435	
v/s Ratio Prot		0.21			c0.29			0.15			0.29	
v/s Ratio Perm	0.13			0.09		0.03	c0.30			0.09		
v/c Ratio	0.27	0.45		0.18	0.60	0.06	0.72	0.37		0.21	0.71	
Uniform Delay, d1	14.5	16.1		13.8	17.7	13.0	23.1	19.2		17.8	22.9	
Progression Factor	1.00	1.00		0.51	0.45	0.10	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	1.6		0.7	2.1	0.1	20.4	0.2		0.4	1.6	
Delay (s)	17.0	17.7		7.8	10.0	1.4	43.6	19.3		18.2	24.6	
Level of Service	B	B		A	B	A	D	B		B	C	
Approach Delay (s)		17.6			8.6			22.5			24.2	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

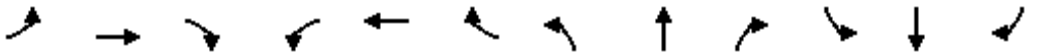
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	244	27	8	436	19	11	90	11	25	234	100
Future Volume (vph)	61	244	27	8	436	19	11	90	11	25	234	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835			1851		1770	1832		1770	1779	
Flt Permitted	0.31	1.00			0.99		0.30	1.00		0.66	1.00	
Satd. Flow (perm)	576	1835			1839		561	1832		1238	1779	
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	87	349	39	11	623	27	16	129	16	36	334	143
RTOR Reduction (vph)	0	4	0	0	2	0	0	5	0	0	16	0
Lane Group Flow (vph)	87	384	0	0	659	0	16	140	0	36	461	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	45.3	45.3			45.3		38.7	38.7		38.7	38.7	
Effective Green, g (s)	45.3	45.3			45.3		38.7	38.7		38.7	38.7	
Actuated g/C Ratio	0.48	0.48			0.48		0.41	0.41		0.41	0.41	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	277	884			886		230	754		509	732	
v/s Ratio Prot		0.21						0.08			c0.26	
v/s Ratio Perm	0.15				c0.36		0.03			0.03		
v/c Ratio	0.31	0.43			0.74		0.07	0.19		0.07	0.63	
Uniform Delay, d1	14.9	16.0			19.7		16.7	17.6		16.8	22.0	
Progression Factor	0.57	0.56			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	1.5			5.6		0.1	0.1		0.1	1.7	
Delay (s)	11.3	10.5			25.3		16.9	17.7		16.8	23.7	
Level of Service	B	B			C		B	B		B	C	
Approach Delay (s)		10.6			25.3			17.7			23.2	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

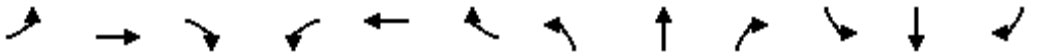
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	680	241	78	1002	75	202	392	62	108	730	159
Future Volume (vph)	73	680	241	78	1002	75	202	392	62	108	730	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3400		1770	3502		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3400		1770	3502		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	81	756	268	87	1113	83	224	436	69	120	811	177
RTOR Reduction (vph)	0	35	0	0	6	0	0	0	47	0	0	74
Lane Group Flow (vph)	81	989	0	87	1190	0	224	436	22	120	811	103
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	5.0	36.9		5.5	38.4		13.9	31.9	31.9	11.0	29.0	29.0
Effective Green, g (s)	5.0	36.9		5.5	38.4		13.9	31.9	31.9	11.0	29.0	29.0
Actuated g/C Ratio	0.05	0.37		0.06	0.39		0.14	0.32	0.32	0.11	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	89	1263		98	1354		247	1136	508	196	1033	462
v/s Ratio Prot	0.05	0.29		c0.05	c0.34		c0.13	c0.12		0.07	c0.23	
v/s Ratio Perm									0.01			0.06
v/c Ratio	0.91	0.78		0.89	0.88		0.91	0.38	0.04	0.61	0.79	0.22
Uniform Delay, d1	46.9	27.7		46.6	28.3		42.1	26.1	23.2	42.1	32.3	26.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	66.4	3.2		55.8	6.8		33.2	1.0	0.2	5.6	6.0	1.1
Delay (s)	113.3	30.9		102.4	35.1		75.3	27.1	23.4	47.7	38.3	27.7
Level of Service	F	C		F	D		E	C	C	D	D	C
Approach Delay (s)		36.9			39.7			41.5			37.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	99.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	462	149	189	807	131	104	416	120	75	986	65
Future Volume (vph)	40	462	149	189	807	131	104	416	120	75	986	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	46	531	171	217	928	151	120	478	138	86	1133	75
RTOR Reduction (vph)	0	0	117	0	0	56	0	0	89	0	0	48
Lane Group Flow (vph)	46	531	54	217	928	95	120	478	49	86	1133	27
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	3.9	24.6	24.6	13.3	34.0	34.0	7.8	34.2	34.2	7.5	33.9	33.9
Effective Green, g (s)	3.9	24.6	24.6	13.3	34.0	34.0	7.8	34.2	34.2	7.5	33.9	33.9
Actuated g/C Ratio	0.04	0.26	0.26	0.14	0.36	0.36	0.08	0.36	0.36	0.08	0.35	0.35
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	72	910	407	246	1258	562	144	1266	566	138	1254	561
v/s Ratio Prot	0.03	0.15		c0.12	c0.26		c0.07	0.14		0.05	c0.32	
v/s Ratio Perm			0.03			0.06			0.03			0.02
v/c Ratio	0.64	0.58	0.13	0.88	0.74	0.17	0.83	0.38	0.09	0.62	0.90	0.05
Uniform Delay, d1	45.2	31.0	27.3	40.4	26.9	21.1	43.3	22.8	20.4	42.7	29.3	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.1	1.0	0.1	28.7	2.3	0.1	31.9	0.9	0.3	8.5	10.8	0.2
Delay (s)	62.3	32.0	27.4	69.1	29.2	21.3	75.2	23.7	20.7	51.1	40.1	20.4
Level of Service	E	C	C	E	C	C	E	C	C	D	D	C
Approach Delay (s)		32.8			35.0			31.5			39.7	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	95.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	942	72	71	575	59	170	103	121	57	57	15
Future Volume (vph)	22	942	72	71	575	59	170	103	121	57	57	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	3502		1770	3490		1770	1863	1583		1795	
Flt Permitted	0.95	1.00		0.95	1.00		0.67	1.00	1.00		0.84	
Satd. Flow (perm)	1770	3502		1770	3490		1253	1863	1583		1532	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	24	1035	79	78	632	65	187	113	133	63	63	16
RTOR Reduction (vph)	0	6	0	0	8	0	0	0	86	0	5	0
Lane Group Flow (vph)	24	1108	0	78	689	0	187	113	47	0	137	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	2.1	37.2		7.3	42.4		31.9	31.9	31.9		31.9	
Effective Green, g (s)	2.1	37.2		7.3	42.4		31.9	31.9	31.9		31.9	
Actuated g/C Ratio	0.02	0.41		0.08	0.47		0.35	0.35	0.35		0.35	
Clearance Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	41	1441		142	1636		442	657	558		540	
v/s Ratio Prot	0.01	c0.32		c0.04	0.20			0.06				
v/s Ratio Perm							c0.15		0.03		0.09	
v/c Ratio	0.59	0.77		0.55	0.42		0.42	0.17	0.08		0.25	
Uniform Delay, d1	43.7	22.9		40.0	15.9		22.3	20.2	19.5		20.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	19.5	2.5		4.3	0.2		3.0	0.6	0.3		1.1	
Delay (s)	63.2	25.4		44.3	16.1		25.2	20.7	19.8		21.9	
Level of Service	E	C		D	B		C	C	B		C	
Approach Delay (s)		26.2			18.9			22.4			21.9	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1368	22	23	786	133	33	150	18	96	96	28
Future Volume (vph)	22	1368	22	23	786	133	33	150	18	96	96	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	3531		1770	3462			1826			1791	
Flt Permitted	0.24	1.00		0.10	1.00			0.92			0.76	
Satd. Flow (perm)	444	3531		179	3462			1698			1400	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	22	1396	22	23	802	136	34	153	18	98	98	29
RTOR Reduction (vph)	0	1	0	0	14	0	0	3	0	0	5	0
Lane Group Flow (vph)	22	1417	0	23	925	0	0	202	0	0	220	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	55.0	55.0		55.0	55.0			35.0			35.0	
Effective Green, g (s)	55.0	55.0		55.0	55.0			35.0			35.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55			0.35			0.35	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	244	1942		98	1904			594			490	
v/s Ratio Prot		c0.40			0.27							
v/s Ratio Perm	0.05			0.13				0.12			c0.16	
v/c Ratio	0.09	0.73		0.23	0.49			0.34			0.45	
Uniform Delay, d1	10.7	16.9		11.6	13.8			24.0			25.1	
Progression Factor	1.00	1.00		0.21	0.17			1.00			1.00	
Incremental Delay, d2	0.2	1.4		1.1	0.2			1.6			0.7	
Delay (s)	10.8	18.3		3.5	2.6			25.5			25.7	
Level of Service	B	B		A	A			C			C	
Approach Delay (s)		18.2			2.6			25.5			25.7	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1381	28	28	905	126	11	103	24	139	75	40
Future Volume (vph)	79	1381	28	28	905	126	11	103	24	139	75	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3529		1770	3474		1770	1809		1770	1766	
Flt Permitted	0.19	1.00		0.09	1.00		0.68	1.00		0.67	1.00	
Satd. Flow (perm)	362	3529		165	3474		1269	1809		1250	1766	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	81	1424	29	29	933	130	11	106	25	143	77	41
RTOR Reduction (vph)	0	1	0	0	11	0	0	8	0	0	19	0
Lane Group Flow (vph)	81	1452	0	29	1052	0	11	123	0	143	99	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	55.0	55.0		55.0	55.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	55.0	55.0		55.0	55.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.35	0.35		0.35	0.35	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	199	1940		90	1910		444	633		437	618	
v/s Ratio Prot		c0.41			0.30			0.07			0.06	
v/s Ratio Perm	0.22			0.18			0.01			c0.11		
v/c Ratio	0.41	0.75		0.32	0.55		0.02	0.19		0.33	0.16	
Uniform Delay, d1	13.0	17.2		12.3	14.5		21.3	22.7		23.9	22.4	
Progression Factor	0.24	0.23		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	1.1		2.1	0.3		0.1	0.7		0.4	0.1	
Delay (s)	4.0	5.1		14.4	14.9		21.4	23.3		24.3	22.5	
Level of Service	A	A		B	B		C	C		C	C	
Approach Delay (s)		5.1			14.9			23.2			23.5	
Approach LOS		A			B			C			C	

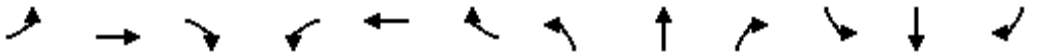
Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1007	45	0	638	66	13	126	14	0	118	47
Future Volume (vph)	35	1007	45	0	638	66	13	126	14	0	118	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0			5.0	
Lane Util. Factor	1.00	0.91			0.95			1.00			1.00	
Frt	1.00	0.99			0.99			0.99			0.96	
Flt Protected	0.95	1.00			1.00			1.00			1.00	
Satd. Flow (prot)	1770	5053			3490			1832			1791	
Flt Permitted	0.95	1.00			1.00			0.96			1.00	
Satd. Flow (perm)	1770	5053			3490			1766			1791	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	1071	48	0	679	70	14	134	15	0	126	50
RTOR Reduction (vph)	0	3	0	0	6	0	0	4	0	0	17	0
Lane Group Flow (vph)	37	1116	0	0	743	0	0	159	0	0	159	0
Turn Type	Prot	NA			NA		Perm	NA			NA	
Protected Phases	5	2			6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	4.6	55.4			51.8			12.4			12.4	
Effective Green, g (s)	4.6	55.4			51.8			12.4			12.4	
Actuated g/C Ratio	0.06	0.68			0.63			0.15			0.15	
Clearance Time (s)	4.0	4.0			4.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	99	3422			2210			267			271	
v/s Ratio Prot	c0.02	c0.22			0.21						0.09	
v/s Ratio Perm								c0.09				
v/c Ratio	0.37	0.33			0.34			0.59			0.59	
Uniform Delay, d1	37.2	5.5			7.0			32.4			32.3	
Progression Factor	1.00	1.00			0.28			1.00			1.00	
Incremental Delay, d2	2.4	0.3			0.4			3.5			3.2	
Delay (s)	39.6	5.7			2.4			35.9			35.5	
Level of Service	D	A			A			D			D	
Approach Delay (s)		6.8			2.4			35.9			35.5	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	81.8	Sum of lost time (s)	13.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

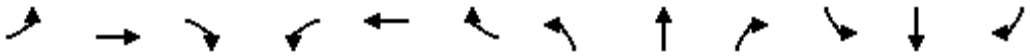
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	961	69	10	636	22	0	112	15	18	33	68
Future Volume (vph)	0	961	69	10	636	22	0	112	15	18	33	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Lane Util. Factor		0.91		1.00	0.95			1.00		1.00	1.00	
Frt		0.99		1.00	0.99			0.98		1.00	0.90	
Flt Protected		1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		5034		1770	3521			1832		1770	1674	
Flt Permitted		1.00		0.95	1.00			1.00		0.64	1.00	
Satd. Flow (perm)		5034		1770	3521			1832		1197	1674	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1001	72	10	662	23	0	117	16	19	34	71
RTOR Reduction (vph)	0	5	0	0	2	0	0	6	0	0	60	0
Lane Group Flow (vph)	0	1068	0	10	684	0	0	127	0	19	45	0
Turn Type		NA		Prot	NA			NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases										4		
Actuated Green, G (s)		55.4		1.0	51.8			12.4		12.4	12.4	
Effective Green, g (s)		55.4		1.0	51.8			12.4		12.4	12.4	
Actuated g/C Ratio		0.68		0.01	0.63			0.15		0.15	0.15	
Clearance Time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		3409		21	2229			277		181	253	
v/s Ratio Prot		c0.21		c0.01	0.19			c0.07			0.03	
v/s Ratio Perm										0.02		
v/c Ratio		0.31		0.48	0.31			0.46		0.10	0.18	
Uniform Delay, d1		5.4		40.1	6.8			31.6		29.9	30.3	
Progression Factor		0.19		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.2		16.0	0.4			1.2		0.3	0.3	
Delay (s)		1.3		56.2	7.2			32.8		30.2	30.6	
Level of Service		A		E	A			C		C	C	
Approach Delay (s)		1.3			7.9			32.8			30.5	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	81.8	Sum of lost time (s)	13.0
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

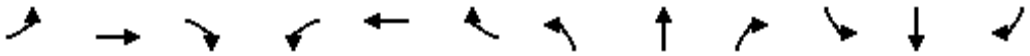
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	764	77	58	406	154	110	40	106	74	55	124
Future Volume (vph)	119	764	77	58	406	154	110	40	106	74	55	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			0.95	
Frt	1.00	0.99		1.00	0.96			0.94			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3490		1770	3393			3250			3231	
Flt Permitted	0.95	1.00		0.95	1.00			0.71			0.78	
Satd. Flow (perm)	1770	3490		1770	3393			2372			2565	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	131	840	85	64	446	169	121	44	116	81	60	136
RTOR Reduction (vph)	0	8	0	0	42	0	0	70	0	0	82	0
Lane Group Flow (vph)	131	917	0	64	573	0	0	211	0	0	195	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	11.6	30.9		6.9	26.2			33.6			33.6	
Effective Green, g (s)	11.6	30.9		6.9	26.2			33.6			33.6	
Actuated g/C Ratio	0.14	0.36		0.08	0.31			0.39			0.39	
Clearance Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	240	1262		143	1040			933			1009	
v/s Ratio Prot	c0.07	c0.26		0.04	0.17							
v/s Ratio Perm								c0.09			0.08	
v/c Ratio	0.55	0.73		0.45	0.55			0.23			0.19	
Uniform Delay, d1	34.4	23.6		37.4	24.7			17.2			17.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.5	2.1		2.2	0.6			0.6			0.4	
Delay (s)	37.0	25.7		39.7	25.3			17.8			17.4	
Level of Service	D	C		D	C			B			B	
Approach Delay (s)		27.1			26.7			17.8			17.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

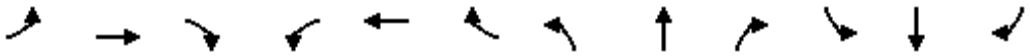
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	20	28	88	25	84	26	805	76	53	701	10
Future Volume (vph)	34	20	28	88	25	84	26	805	76	53	701	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.95		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740		1770	1647		1770	3493		1770	3532	
Flt Permitted		0.77		0.71	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1372		1319	1647		1770	3493		1770	3532	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	41	24	34	107	30	102	32	982	93	65	855	12
RTOR Reduction (vph)	0	22	0	0	87	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	77	0	107	45	0	32	1070	0	65	866	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.0		12.0	12.0		3.4	50.4		7.0	54.0	
Effective Green, g (s)		12.0		12.0	12.0		3.4	50.4		7.0	54.0	
Actuated g/C Ratio		0.14		0.14	0.14		0.04	0.60		0.08	0.64	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		195		187	234		71	2085		146	2259	
v/s Ratio Prot					0.03		0.02	c0.31		c0.04	c0.25	
v/s Ratio Perm		0.06		c0.08								
v/c Ratio		0.39		0.57	0.19		0.45	0.51		0.45	0.38	
Uniform Delay, d1		32.9		33.8	31.9		39.6	9.9		36.9	7.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3		4.2	0.4		4.5	0.9		2.2	0.5	
Delay (s)		34.2		38.0	32.3		44.1	10.8		39.0	7.7	
Level of Service		C		D	C		D	B		D	A	
Approach Delay (s)		34.2			34.9			11.7			9.9	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	816	49	35	498	85	106	636	71	131	576	44
Future Volume (vph)	92	816	49	35	498	85	106	636	71	131	576	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3509		1770	3462		1770	3486		1770	3501	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3509		1770	3462		1770	3486		1770	3501	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	102	907	54	39	553	94	118	707	79	146	640	49
RTOR Reduction (vph)	0	4	0	0	11	0	0	7	0	0	4	0
Lane Group Flow (vph)	102	957	0	39	636	0	118	779	0	146	685	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	11.2	48.7		7.8	45.3		11.5	29.7		12.9	31.1	
Effective Green, g (s)	11.2	48.7		7.8	45.3		11.5	29.7		12.9	31.1	
Actuated g/C Ratio	0.10	0.41		0.07	0.39		0.10	0.25		0.11	0.26	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	168	1453		117	1333		173	880		194	925	
v/s Ratio Prot	c0.06	c0.27		0.02	0.18		0.07	c0.22		c0.08	0.20	
v/s Ratio Perm												
v/c Ratio	0.61	0.66		0.33	0.48		0.68	0.88		0.75	0.74	
Uniform Delay, d1	51.1	27.8		52.4	27.2		51.3	42.3		50.8	39.6	
Progression Factor	1.00	1.00		1.62	0.16		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.1	2.4		1.5	1.1		10.6	10.5		15.2	3.2	
Delay (s)	57.2	30.1		86.3	5.5		61.8	52.8		66.0	42.8	
Level of Service	E	C		F	A		E	D		E	D	
Approach Delay (s)		32.7			10.1			54.0			46.8	
Approach LOS		C			B			D			D	

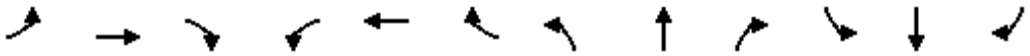
Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	117.6	Sum of lost time (s)	18.5
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	978	17	13	574	23	29	159	66	43	132	11
Future Volume (vph)	19	978	17	13	574	23	29	159	66	43	132	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3530		1770	3539	1583	1770	1781		1770	1841	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.62	1.00		0.41	1.00	
Satd. Flow (perm)	1770	3530		1770	3539	1583	1155	1781		758	1841	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1063	18	14	624	25	32	173	72	47	143	12
RTOR Reduction (vph)	0	1	0	0	0	15	0	13	0	0	2	0
Lane Group Flow (vph)	21	1080	0	14	624	10	32	232	0	47	153	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	11.2	48.7		7.8	45.3	45.3	29.7	29.7		31.1	31.1	
Effective Green, g (s)	11.2	48.7		7.8	45.3	45.3	29.7	29.7		31.1	31.1	
Actuated g/C Ratio	0.10	0.41		0.07	0.39	0.39	0.25	0.25		0.26	0.26	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	168	1461		117	1363	609	291	449		200	486	
v/s Ratio Prot	c0.01	c0.31		0.01	0.18			c0.13			0.08	
v/s Ratio Perm						0.01	0.03			0.06		
v/c Ratio	0.12	0.74		0.12	0.46	0.02	0.11	0.52		0.23	0.31	
Uniform Delay, d1	48.7	29.1		51.7	27.0	22.4	33.8	37.8		33.9	34.7	
Progression Factor	1.56	0.47		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.5		0.5	1.1	0.0	0.2	1.0		0.6	0.4	
Delay (s)	76.4	16.1		52.1	28.1	22.4	34.0	38.8		34.5	35.1	
Level of Service	E	B		D	C	C	C	D		C	D	
Approach Delay (s)		17.2			28.4			38.2			34.9	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	117.6	Sum of lost time (s)	18.5
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

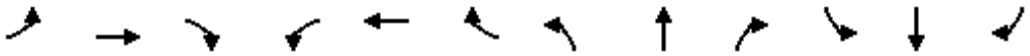
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	466	50	25	176	91	24	669	42	76	541	53
Future Volume (vph)	102	466	50	25	176	91	24	669	42	76	541	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835		1770	1863	1583	1770	3508		1770	3492	
Flt Permitted	0.63	1.00		0.32	1.00	1.00	0.29	1.00		0.21	1.00	
Satd. Flow (perm)	1182	1835		598	1863	1583	534	3508		390	3492	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	113	518	56	28	196	101	27	743	47	84	601	59
RTOR Reduction (vph)	0	3	0	0	0	47	0	6	0	0	9	0
Lane Group Flow (vph)	113	571	0	28	196	54	27	784	0	84	651	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	42.3	42.3		42.3	42.3	42.3	26.3	26.3		26.3	26.3	
Effective Green, g (s)	42.3	42.3		42.3	42.3	42.3	26.3	26.3		26.3	26.3	
Actuated g/C Ratio	0.54	0.54		0.54	0.54	0.54	0.33	0.33		0.33	0.33	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	636	987		321	1002	851	178	1173		130	1168	
v/s Ratio Prot		c0.31			0.11			c0.22			0.19	
v/s Ratio Perm	0.10			0.05		0.03	0.05			0.22		
v/c Ratio	0.18	0.58		0.09	0.20	0.06	0.15	0.67		0.65	0.56	
Uniform Delay, d1	9.3	12.2		8.8	9.4	8.7	18.3	22.4		22.2	21.4	
Progression Factor	1.00	1.00		0.47	0.45	0.12	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	2.5		0.5	0.4	0.1	0.4	1.5		10.5	0.6	
Delay (s)	9.9	14.6		4.7	4.7	1.2	18.7	23.9		32.7	22.0	
Level of Service	A	B		A	A	A	B	C		C	C	
Approach Delay (s)		13.9			3.6			23.7			23.2	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	497	11	2	252	21	17	153	24	23	104	25
Future Volume (vph)	77	497	11	2	252	21	17	153	24	23	104	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.99		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1857			1843		1770	1825		1770	1808	
Flt Permitted	0.57	1.00			1.00		0.67	1.00		0.61	1.00	
Satd. Flow (perm)	1064	1857			1839		1245	1825		1133	1808	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	83	534	12	2	271	23	18	165	26	25	112	27
RTOR Reduction (vph)	0	0	0	0	2	0	0	7	0	0	11	0
Lane Group Flow (vph)	83	546	0	0	294	0	18	184	0	25	128	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	42.3	42.3			42.3		26.3	26.3		26.3	26.3	
Effective Green, g (s)	42.3	42.3			42.3		26.3	26.3		26.3	26.3	
Actuated g/C Ratio	0.54	0.54			0.54		0.33	0.33		0.33	0.33	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	572	999			989		416	610		379	604	
v/s Ratio Prot		c0.29						c0.10			0.07	
v/s Ratio Perm	0.08				0.16		0.01			0.02		
v/c Ratio	0.15	0.55			0.30		0.04	0.30		0.07	0.21	
Uniform Delay, d1	9.1	11.9			10.0		17.7	19.3		17.8	18.7	
Progression Factor	0.50	0.45			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.8			0.8		0.0	0.3		0.1	0.2	
Delay (s)	5.0	7.1			10.7		17.7	19.6		17.9	18.9	
Level of Service	A	A			B		B	B		B	B	
Approach Delay (s)		6.8			10.7			19.5			18.7	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	916	188	98	715	74	182	650	102	107	412	92
Future Volume (vph)	102	916	188	98	715	74	182	650	102	107	412	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3449		1770	3489		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3449		1770	3489		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	104	935	192	100	730	76	186	663	104	109	420	94
RTOR Reduction (vph)	0	17	0	0	8	0	0	0	70	0	0	66
Lane Group Flow (vph)	104	1110	0	100	798	0	186	663	34	109	420	28
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	8.3	34.9		7.8	35.4		13.2	31.9	31.9	10.3	29.0	29.0
Effective Green, g (s)	8.3	34.9		7.8	35.4		13.2	31.9	31.9	10.3	29.0	29.0
Actuated g/C Ratio	0.08	0.35		0.08	0.36		0.13	0.32	0.32	0.10	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	148	1217		139	1248		236	1141	510	184	1037	464
v/s Ratio Prot	c0.06	c0.32		0.06	0.23		c0.11	c0.19		0.06	0.12	
v/s Ratio Perm									0.02			0.02
v/c Ratio	0.70	0.91		0.72	0.64		0.79	0.58	0.07	0.59	0.41	0.06
Uniform Delay, d1	44.1	30.5		44.5	26.4		41.5	27.9	23.2	42.3	28.0	25.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.0	10.4		16.3	1.1		15.9	2.2	0.2	5.0	1.2	0.2
Delay (s)	58.1	40.9		60.8	27.5		57.4	30.1	23.4	47.3	29.2	25.4
Level of Service	E	D		E	C		E	C	C	D	C	C
Approach Delay (s)		42.4			31.2			34.7			31.8	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	98.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

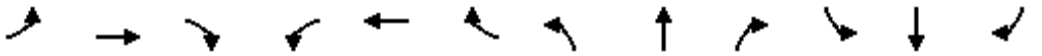
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	885	81	79	457	129	99	786	214	125	446	62
Future Volume (vph)	82	885	81	79	457	129	99	786	214	125	446	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	84	903	83	81	466	132	101	802	218	128	455	63
RTOR Reduction (vph)	0	0	58	0	0	92	0	0	117	0	0	39
Lane Group Flow (vph)	84	903	25	81	466	40	101	802	101	128	455	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.1	28.9	28.9	6.1	28.9	28.9	7.4	33.5	33.5	10.6	36.7	36.7
Effective Green, g (s)	6.1	28.9	28.9	6.1	28.9	28.9	7.4	33.5	33.5	10.6	36.7	36.7
Actuated g/C Ratio	0.06	0.30	0.30	0.06	0.30	0.30	0.08	0.35	0.35	0.11	0.39	0.39
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	113	1075	481	113	1075	481	137	1246	557	197	1365	610
v/s Ratio Prot	c0.05	c0.26		0.05	0.13		c0.06	c0.23		c0.07	0.13	
v/s Ratio Perm			0.02			0.03			0.06			0.02
v/c Ratio	0.74	0.84	0.05	0.72	0.43	0.08	0.74	0.64	0.18	0.65	0.33	0.04
Uniform Delay, d1	43.7	30.9	23.4	43.7	26.5	23.6	42.9	25.8	21.3	40.5	20.6	18.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.9	5.9	0.0	19.4	0.3	0.1	18.5	2.6	0.7	7.2	0.7	0.1
Delay (s)	66.7	36.9	23.5	63.0	26.8	23.7	61.4	28.4	22.0	47.7	21.2	18.3
Level of Service	E	D	C	E	C	C	E	C	C	D	C	B
Approach Delay (s)		38.2			30.5			30.1			26.2	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	95.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

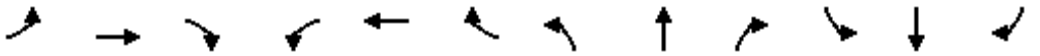
Buildout Year 2040 Without Project Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	654	196	172	833	36	137	95	90	69	129	20
Future Volume (vph)	20	654	196	172	833	36	137	95	90	69	129	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	3417		1770	3517		1770	1863	1583		1811	
Flt Permitted	0.95	1.00		0.95	1.00		0.56	1.00	1.00		0.87	
Satd. Flow (perm)	1770	3417		1770	3517		1048	1863	1583		1603	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	719	215	189	915	40	151	104	99	76	142	22
RTOR Reduction (vph)	0	28	0	0	3	0	0	0	65	0	3	0
Lane Group Flow (vph)	22	906	0	189	952	0	151	104	34	0	237	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	2.2	32.6		14.5	44.9		32.3	32.3	32.3		32.3	
Effective Green, g (s)	2.2	32.6		14.5	44.9		32.3	32.3	32.3		32.3	
Actuated g/C Ratio	0.02	0.35		0.16	0.48		0.35	0.35	0.35		0.35	
Clearance Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	41	1192		274	1690		362	644	547		554	
v/s Ratio Prot	0.01	c0.27		c0.11	0.27			0.06				
v/s Ratio Perm							0.14		0.02		c0.15	
v/c Ratio	0.54	0.76		0.69	0.56		0.42	0.16	0.06		0.43	
Uniform Delay, d1	45.1	26.9		37.3	17.3		23.4	21.2	20.4		23.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	12.8	2.9		7.1	0.4		3.5	0.5	0.2		2.4	
Delay (s)	57.9	29.8		44.4	17.7		26.9	21.7	20.6		25.9	
Level of Service	E	C		D	B		C	C	C		C	
Approach Delay (s)		30.5			22.1			23.6			25.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	93.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	960	25	52	1302	176	21	107	11	161	155	41
Future Volume (vph)	14	960	25	52	1302	176	21	107	11	161	155	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	3526		1770	3476			1829			1793	
Flt Permitted	0.08	1.00		0.18	1.00			0.92			0.78	
Satd. Flow (perm)	141	3526		344	3476			1686			1424	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	1043	27	57	1415	191	23	116	12	175	168	45
RTOR Reduction (vph)	0	2	0	0	10	0	0	3	0	0	4	0
Lane Group Flow (vph)	15	1068	0	57	1596	0	0	148	0	0	384	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	53.0	53.0		53.0	53.0			37.0			37.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0			37.0			37.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.37			0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	74	1868		182	1842			623			526	
v/s Ratio Prot		0.30			c0.46							
v/s Ratio Perm	0.11			0.17				0.09			c0.27	
v/c Ratio	0.20	0.57		0.31	0.87			0.24			0.73	
Uniform Delay, d1	12.4	15.8		13.2	20.4			21.8			27.2	
Progression Factor	1.00	1.00		0.24	0.17			1.00			1.00	
Incremental Delay, d2	1.4	0.4		0.5	2.2			0.9			5.0	
Delay (s)	13.7	16.3		3.7	5.7			22.7			32.2	
Level of Service	B	B		A	A			C			C	
Approach Delay (s)		16.2			5.7			22.7			32.2	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1059	34	23	1455	117	30	57	37	223	129	54
Future Volume (vph)	45	1059	34	23	1455	117	30	57	37	223	129	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3523		1770	3500		1770	1752		1770	1780	
Flt Permitted	0.08	1.00		0.15	1.00		0.59	1.00		0.69	1.00	
Satd. Flow (perm)	141	3523		282	3500		1093	1752		1288	1780	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	1139	37	25	1565	126	32	61	40	240	139	58
RTOR Reduction (vph)	0	2	0	0	6	0	0	23	0	0	13	0
Lane Group Flow (vph)	48	1174	0	25	1685	0	32	78	0	240	184	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	53.0	53.0		53.0	53.0		37.0	37.0		37.0	37.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0		37.0	37.0		37.0	37.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.37	0.37		0.37	0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	1867		149	1855		404	648		476	658	
v/s Ratio Prot		0.33			c0.48			0.04			0.10	
v/s Ratio Perm	0.34			0.09			0.03			c0.19		
v/c Ratio	0.65	0.63		0.17	0.91		0.08	0.12		0.50	0.28	
Uniform Delay, d1	16.8	16.6		12.1	21.3		20.4	20.8		24.4	22.1	
Progression Factor	0.49	0.39		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.8	0.5		0.5	6.9		0.4	0.4		0.8	0.2	
Delay (s)	23.1	7.0		12.7	28.2		20.8	21.1		25.2	22.4	
Level of Service	C	A		B	C		C	C		C	C	
Approach Delay (s)		7.6			28.0			21.1			23.9	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	682	71	0	927	37	19	94	10	0	174	72
Future Volume (vph)	22	682	71	0	927	37	19	94	10	0	174	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0			5.0	
Lane Util. Factor	1.00	0.91			0.95			1.00			1.00	
Frt	1.00	0.99			0.99			0.99			0.96	
Flt Protected	0.95	1.00			1.00			0.99			1.00	
Satd. Flow (prot)	1770	5013			3519			1828			1789	
Flt Permitted	0.95	1.00			1.00			0.76			1.00	
Satd. Flow (perm)	1770	5013			3519			1406			1789	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	26	793	83	0	1078	43	22	109	12	0	202	84
RTOR Reduction (vph)	0	9	0	0	2	0	0	3	0	0	15	0
Lane Group Flow (vph)	26	867	0	0	1119	0	0	140	0	0	271	0
Turn Type	Prot	NA			NA		Perm	NA			NA	
Protected Phases	5	2			6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	2.8	59.8			58.8			19.6			19.6	
Effective Green, g (s)	2.8	59.8			58.8			19.6			19.6	
Actuated g/C Ratio	0.03	0.63			0.62			0.21			0.21	
Clearance Time (s)	4.0	4.0			4.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	52	3182			2196			292			372	
v/s Ratio Prot	c0.01	0.17			c0.32						c0.15	
v/s Ratio Perm								0.10				
v/c Ratio	0.50	0.27			0.51			0.48			0.73	
Uniform Delay, d1	45.0	7.6			9.8			32.8			34.8	
Progression Factor	1.00	1.00			0.18			1.00			1.00	
Incremental Delay, d2	7.4	0.2			0.8			1.2			7.0	
Delay (s)	52.4	7.8			2.5			34.0			41.8	
Level of Service	D	A			A			C			D	
Approach Delay (s)		9.1			2.5			34.0			41.8	
Approach LOS		A			A			C			D	

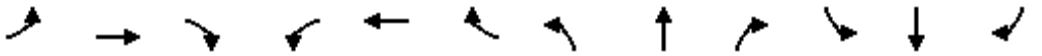
Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	632	55	13	920	18	0	50	17	21	51	40
Future Volume (vph)	0	632	55	13	920	18	0	50	17	21	51	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Lane Util. Factor		0.91		1.00	0.95			1.00		1.00	1.00	
Frt		0.99		1.00	1.00			0.97		1.00	0.93	
Flt Protected		1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		5024		1770	3529			1800		1770	1741	
Flt Permitted		1.00		0.95	1.00			1.00		0.71	1.00	
Satd. Flow (perm)		5024		1770	3529			1800		1318	1741	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	718	62	15	1045	20	0	57	19	24	58	45
RTOR Reduction (vph)	0	7	0	0	1	0	0	13	0	0	29	0
Lane Group Flow (vph)	0	774	0	15	1064	0	0	63	0	24	74	0
Turn Type		NA		Prot	NA			NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases										4		
Actuated Green, G (s)		59.8		1.8	58.8			19.6		19.6	19.6	
Effective Green, g (s)		59.8		1.8	58.8			19.6		19.6	19.6	
Actuated g/C Ratio		0.63		0.02	0.62			0.21		0.21	0.21	
Clearance Time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		3189		33	2202			374		274	362	
v/s Ratio Prot		0.15		c0.01	c0.30			0.04			c0.04	
v/s Ratio Perm										0.02		
v/c Ratio		0.24		0.45	0.48			0.17		0.09	0.21	
Uniform Delay, d1		7.4		45.7	9.5			30.6		30.1	30.9	
Progression Factor		0.17		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.2		9.6	0.8			0.2		0.1	0.3	
Delay (s)		1.4		55.3	10.3			30.8		30.2	31.1	
Level of Service		A		E	B			C		C	C	
Approach Delay (s)		1.4			10.9			30.8			31.0	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	13.0
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	548	57	52	761	76	66	14	54	27	21	85
Future Volume (vph)	76	548	57	52	761	76	66	14	54	27	21	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			0.95	
Frt	1.00	0.99		1.00	0.99			0.94			0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3489		1770	3491			3245			3167	
Flt Permitted	0.95	1.00		0.95	1.00			0.77			0.88	
Satd. Flow (perm)	1770	3489		1770	3491			2561			2828	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	87	630	66	60	875	87	76	16	62	31	24	98
RTOR Reduction (vph)	0	9	0	0	8	0	0	38	0	0	61	0
Lane Group Flow (vph)	87	687	0	60	954	0	0	116	0	0	92	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.8	31.5		6.7	30.4			32.0			32.0	
Effective Green, g (s)	7.8	31.5		6.7	30.4			32.0			32.0	
Actuated g/C Ratio	0.09	0.37		0.08	0.36			0.38			0.38	
Clearance Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	163	1305		140	1260			973			1074	
v/s Ratio Prot	c0.05	0.20		0.03	c0.27							
v/s Ratio Perm								c0.05			0.03	
v/c Ratio	0.53	0.53		0.43	0.76			0.12			0.09	
Uniform Delay, d1	36.5	20.5		36.9	23.7			16.9			16.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.3	0.4		2.1	2.6			0.2			0.2	
Delay (s)	39.8	20.9		39.0	26.3			17.2			16.9	
Level of Service	D	C		D	C			B			B	
Approach Delay (s)		23.0			27.0			17.2			16.9	
Approach LOS		C			C			B			B	

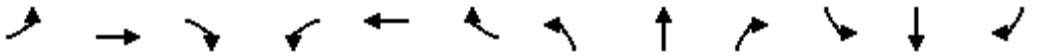
Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	23	30	131	53	191	32	573	28	54	885	15
Future Volume (vph)	20	23	30	131	53	191	32	573	28	54	885	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1735		1770	1644		1770	3514		1770	3530	
Flt Permitted		0.67		0.79	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1174		1469	1644		1770	3514		1770	3530	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	24	32	139	56	203	34	610	30	57	941	16
RTOR Reduction (vph)	0	27	0	0	157	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	50	0	139	102	0	34	637	0	57	956	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.5		13.5	13.5		4.1	46.3		4.7	46.9	
Effective Green, g (s)		13.5		13.5	13.5		4.1	46.3		4.7	46.9	
Actuated g/C Ratio		0.17		0.17	0.17		0.05	0.58		0.06	0.59	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		199		249	279		91	2046		104	2082	
v/s Ratio Prot					0.06		0.02	0.18		c0.03	c0.27	
v/s Ratio Perm		0.04		c0.09								
v/c Ratio		0.25		0.56	0.37		0.37	0.31		0.55	0.46	
Uniform Delay, d1		28.6		30.3	29.2		36.5	8.5		36.4	9.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7		2.7	0.8		2.6	0.4		5.8	0.7	
Delay (s)		29.3		33.0	30.0		39.0	8.9		42.2	9.9	
Level of Service		C		C	C		D	A		D	A	
Approach Delay (s)		29.3			31.1			10.4			11.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	524	55	30	794	99	52	458	20	90	786	65
Future Volume (vph)	58	524	55	30	794	99	52	458	20	90	786	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3489		1770	3480		1770	3517		1770	3498	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3489		1770	3480		1770	3517		1770	3498	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	570	60	33	863	108	57	498	22	98	854	71
RTOR Reduction (vph)	0	6	0	0	8	0	0	3	0	0	5	0
Lane Group Flow (vph)	63	624	0	33	963	0	57	517	0	98	920	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	6.5	45.1		7.4	46.0		7.4	33.8		8.6	35.0	
Effective Green, g (s)	6.5	45.1		7.4	46.0		7.4	33.8		8.6	35.0	
Actuated g/C Ratio	0.06	0.40		0.07	0.41		0.07	0.30		0.08	0.31	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	101	1387		115	1411		115	1048		134	1079	
v/s Ratio Prot	c0.04	0.18		0.02	c0.28		0.03	0.15		c0.06	c0.26	
v/s Ratio Perm												
v/c Ratio	0.62	0.45		0.29	0.68		0.50	0.49		0.73	0.85	
Uniform Delay, d1	52.3	25.1		50.5	27.7		51.2	32.8		51.3	36.8	
Progression Factor	1.00	1.00		1.64	0.13		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.4	1.1		1.1	2.1		3.3	0.4		18.5	6.7	
Delay (s)	63.7	26.1		83.6	5.7		54.5	33.1		69.7	43.5	
Level of Service	E	C		F	A		D	C		E	D	
Approach Delay (s)		29.5			8.3			35.2			46.0	
Approach LOS		C			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	113.4	Sum of lost time (s)	18.5
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	582	33	28	871	51	36	160	37	69	255	11
Future Volume (vph)	19	582	33	28	871	51	36	160	37	69	255	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3511		1770	3539	1583	1770	1810		1770	1851	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.44	1.00		0.50	1.00	
Satd. Flow (perm)	1770	3511		1770	3539	1583	811	1810		938	1851	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	20	626	35	30	937	55	39	172	40	74	274	12
RTOR Reduction (vph)	0	3	0	0	0	33	0	7	0	0	1	0
Lane Group Flow (vph)	20	658	0	30	937	22	39	205	0	74	285	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	6.5	45.1		7.4	46.0	46.0	33.8	33.8		35.0	35.0	
Effective Green, g (s)	6.5	45.1		7.4	46.0	46.0	33.8	33.8		35.0	35.0	
Actuated g/C Ratio	0.06	0.40		0.07	0.41	0.41	0.30	0.30		0.31	0.31	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	101	1396		115	1435	642	241	539		289	571	
v/s Ratio Prot	0.01	0.19		c0.02	c0.26			0.11			c0.15	
v/s Ratio Perm						0.01	0.05			0.08		
v/c Ratio	0.20	0.47		0.26	0.65	0.03	0.16	0.38		0.26	0.50	
Uniform Delay, d1	51.0	25.3		50.4	27.2	20.3	29.4	31.5		29.4	32.0	
Progression Factor	1.59	0.44		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	1.0		1.2	2.3	0.1	0.3	0.5		0.5	0.7	
Delay (s)	81.8	12.1		51.6	29.6	20.4	29.7	32.0		29.9	32.7	
Level of Service	F	B		D	C	C	C	C		C	C	
Approach Delay (s)		14.2			29.7			31.6			32.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	113.4	Sum of lost time (s)	18.5
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	272	52	57	437	78	66	411	24	52	751	83
Future Volume (vph)	60	272	52	57	437	78	66	411	24	52	751	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1770	1863	1583	1770	3510		1770	3486	
Flt Permitted	0.26	1.00		0.39	1.00	1.00	0.13	1.00		0.37	1.00	
Satd. Flow (perm)	486	1818		729	1863	1583	235	3510		692	3486	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	79	358	68	75	575	103	87	541	32	68	988	109
RTOR Reduction (vph)	0	6	0	0	0	55	0	5	0	0	9	0
Lane Group Flow (vph)	79	420	0	75	575	48	87	568	0	68	1088	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	45.2	45.2		45.2	45.2	45.2	40.9	40.9		40.9	40.9	
Effective Green, g (s)	45.2	45.2		45.2	45.2	45.2	40.9	40.9		40.9	40.9	
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47	0.43	0.43		0.43	0.43	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	228	855		342	876	744	100	1493		294	1483	
v/s Ratio Prot		0.23			c0.31			0.16			0.31	
v/s Ratio Perm	0.16			0.10		0.03	c0.37			0.10		
v/c Ratio	0.35	0.49		0.22	0.66	0.07	0.87	0.38		0.23	0.73	
Uniform Delay, d1	16.1	17.5		15.0	19.5	13.9	25.2	18.9		17.6	23.1	
Progression Factor	1.00	1.00		0.50	0.44	0.07	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	2.0		0.9	2.4	0.1	50.3	0.2		0.4	1.9	
Delay (s)	20.2	19.5		8.4	10.9	1.1	75.4	19.1		18.0	25.0	
Level of Service	C	B		A	B	A	E	B		B	C	
Approach Delay (s)		19.6			9.3			26.5			24.6	
Approach LOS		B			A			C			C	

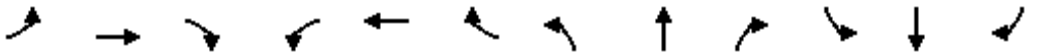
Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	262	29	9	467	21	12	97	12	27	251	107
Future Volume (vph)	66	262	29	9	467	21	12	97	12	27	251	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835			1850		1770	1832		1770	1779	
Flt Permitted	0.28	1.00			0.99		0.28	1.00		0.65	1.00	
Satd. Flow (perm)	521	1835			1835		518	1832		1219	1779	
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	94	374	41	13	667	30	17	139	17	39	359	153
RTOR Reduction (vph)	0	4	0	0	2	0	0	5	0	0	16	0
Lane Group Flow (vph)	94	411	0	0	708	0	17	151	0	39	496	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	45.2	45.2			45.2		40.9	40.9		40.9	40.9	
Effective Green, g (s)	45.2	45.2			45.2		40.9	40.9		40.9	40.9	
Actuated g/C Ratio	0.47	0.47			0.47		0.43	0.43		0.43	0.43	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	245	863			863		220	779		518	757	
v/s Ratio Prot		0.22						0.08			c0.28	
v/s Ratio Perm	0.18				c0.39		0.03			0.03		
v/c Ratio	0.38	0.48			0.82		0.08	0.19		0.08	0.66	
Uniform Delay, d1	16.4	17.4			22.0		16.4	17.3		16.4	22.0	
Progression Factor	0.57	0.56			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	1.8			8.6		0.2	0.1		0.1	2.1	
Delay (s)	13.6	11.4			30.6		16.5	17.4		16.4	24.0	
Level of Service	B	B			C		B	B		B	C	
Approach Delay (s)		11.8			30.6			17.3			23.5	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	728	258	84	1073	81	217	420	67	116	782	171
Future Volume (vph)	79	728	258	84	1073	81	217	420	67	116	782	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3400		1770	3502		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3400		1770	3502		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	88	809	287	93	1192	90	241	467	74	129	869	190
RTOR Reduction (vph)	0	36	0	0	5	0	0	0	51	0	0	75
Lane Group Flow (vph)	88	1060	0	93	1277	0	241	467	23	129	869	115
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	5.0	35.9		7.0	38.9		14.0	31.6	31.6	11.4	29.0	29.0
Effective Green, g (s)	5.0	35.9		7.0	38.9		14.0	31.6	31.6	11.4	29.0	29.0
Actuated g/C Ratio	0.05	0.36		0.07	0.39		0.14	0.32	0.32	0.11	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	88	1221		124	1363		248	1119	500	201	1027	459
v/s Ratio Prot	c0.05	0.31		0.05	c0.36		c0.14	c0.13		0.07	c0.25	
v/s Ratio Perm									0.01			0.07
v/c Ratio	1.00	0.87		0.75	0.94		0.97	0.42	0.05	0.64	0.85	0.25
Uniform Delay, d1	47.5	29.8		45.6	29.3		42.8	26.9	23.7	42.3	33.4	27.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	95.9	6.8		22.2	12.1		49.0	1.1	0.2	6.8	8.6	1.3
Delay (s)	143.4	36.6		67.8	41.5		91.7	28.0	23.9	49.1	41.9	28.5
Level of Service	F	D		E	D		F	C	C	D	D	C
Approach Delay (s)		44.5			43.2			47.3			40.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	495	160	203	864	141	112	446	129	81	1056	70
Future Volume (vph)	43	495	160	203	864	141	112	446	129	81	1056	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	49	569	184	233	993	162	129	513	148	93	1214	80
RTOR Reduction (vph)	0	0	116	0	0	56	0	0	96	0	0	52
Lane Group Flow (vph)	49	569	68	233	993	106	129	513	52	93	1214	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	3.9	25.6	25.6	13.3	35.0	35.0	7.8	34.0	34.0	7.7	33.9	33.9
Effective Green, g (s)	3.9	25.6	25.6	13.3	35.0	35.0	7.8	34.0	34.0	7.7	33.9	33.9
Actuated g/C Ratio	0.04	0.27	0.27	0.14	0.36	0.36	0.08	0.35	0.35	0.08	0.35	0.35
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	71	937	419	243	1282	573	142	1245	557	141	1241	555
v/s Ratio Prot	0.03	0.16		c0.13	c0.28		c0.07	0.14		0.05	c0.34	
v/s Ratio Perm			0.04			0.07			0.03			0.02
v/c Ratio	0.69	0.61	0.16	0.96	0.77	0.18	0.91	0.41	0.09	0.66	0.98	0.05
Uniform Delay, d1	45.8	31.1	27.3	41.4	27.3	21.0	44.0	23.7	21.0	43.2	31.0	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.1	1.1	0.2	45.8	3.0	0.2	48.5	1.0	0.3	10.6	20.8	0.2
Delay (s)	70.8	32.2	27.4	87.1	30.3	21.2	92.6	24.7	21.3	53.8	51.8	20.9
Level of Service	E	C	C	F	C	C	F	C	C	D	D	C
Approach Delay (s)		33.5			38.8			35.2			50.2	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	96.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1008	78	76	616	64	182	111	130	61	61	17
Future Volume (vph)	24	1008	78	76	616	64	182	111	130	61	61	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	3501		1770	3489		1770	1863	1583		1792	
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00	1.00		0.83	
Satd. Flow (perm)	1770	3501		1770	3489		1225	1863	1583		1519	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	26	1108	86	84	677	70	200	122	143	67	67	19
RTOR Reduction (vph)	0	6	0	0	8	0	0	0	94	0	5	0
Lane Group Flow (vph)	26	1188	0	84	739	0	200	122	49	0	148	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	2.2	39.3		7.5	44.6		31.8	31.8	31.8		31.8	
Effective Green, g (s)	2.2	39.3		7.5	44.6		31.8	31.8	31.8		31.8	
Actuated g/C Ratio	0.02	0.42		0.08	0.48		0.34	0.34	0.34		0.34	
Clearance Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	42	1485		143	1680		420	639	543		521	
v/s Ratio Prot	0.01	c0.34		c0.05	0.21			0.07				
v/s Ratio Perm							c0.16		0.03		0.10	
v/c Ratio	0.62	0.80		0.59	0.44		0.48	0.19	0.09		0.28	
Uniform Delay, d1	44.8	23.2		41.1	15.8		23.9	21.4	20.6		22.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	24.2	3.2		6.0	0.2		3.8	0.7	0.3		1.4	
Delay (s)	69.0	26.4		47.1	16.0		27.7	22.0	20.9		23.5	
Level of Service	E	C		D	B		C	C	C		C	
Approach Delay (s)		27.3			19.1			24.1			23.5	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	92.6	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1464	24	25	842	143	36	161	20	103	103	30
Future Volume (vph)	24	1464	24	25	842	143	36	161	20	103	103	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	3531		1770	3462			1825			1791	
Flt Permitted	0.21	1.00		0.07	1.00			0.92			0.74	
Satd. Flow (perm)	399	3531		139	3462			1687			1356	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	24	1494	24	26	859	146	37	164	20	105	105	31
RTOR Reduction (vph)	0	1	0	0	14	0	0	4	0	0	5	0
Lane Group Flow (vph)	24	1517	0	26	992	0	0	217	0	0	236	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	55.0	55.0		55.0	55.0			35.0			35.0	
Effective Green, g (s)	55.0	55.0		55.0	55.0			35.0			35.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55			0.35			0.35	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	219	1942		76	1904			590			474	
v/s Ratio Prot		c0.43			0.29							
v/s Ratio Perm	0.06			0.19				0.13			c0.17	
v/c Ratio	0.11	0.78		0.34	0.52			0.37			0.50	
Uniform Delay, d1	10.8	17.8		12.5	14.2			24.2			25.6	
Progression Factor	1.00	1.00		0.24	0.17			1.00			1.00	
Incremental Delay, d2	0.2	2.1		2.2	0.2			1.8			0.8	
Delay (s)	11.0	19.9		5.2	2.7			26.0			26.4	
Level of Service	B	B		A	A			C			C	
Approach Delay (s)		19.7			2.7			26.0			26.4	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1478	30	30	969	135	12	111	26	149	81	43
Future Volume (vph)	85	1478	30	30	969	135	12	111	26	149	81	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3529		1770	3474		1770	1809		1770	1767	
Flt Permitted	0.17	1.00		0.07	1.00		0.67	1.00		0.66	1.00	
Satd. Flow (perm)	318	3529		135	3474		1257	1809		1224	1767	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	88	1524	31	31	999	139	12	114	27	154	84	44
RTOR Reduction (vph)	0	1	0	0	11	0	0	8	0	0	19	0
Lane Group Flow (vph)	88	1554	0	31	1127	0	12	133	0	154	109	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	55.0	55.0		55.0	55.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	55.0	55.0		55.0	55.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.35	0.35		0.35	0.35	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	174	1940		74	1910		439	633		428	618	
v/s Ratio Prot		c0.44			0.32			0.07			0.06	
v/s Ratio Perm	0.28			0.23			0.01			c0.13		
v/c Ratio	0.51	0.80		0.42	0.59		0.03	0.21		0.36	0.18	
Uniform Delay, d1	14.0	18.1		13.2	15.0		21.3	22.8		24.2	22.5	
Progression Factor	0.22	0.23		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	1.6		3.8	0.5		0.1	0.8		0.5	0.1	
Delay (s)	4.6	5.7		17.0	15.5		21.4	23.5		24.7	22.7	
Level of Service	A	A		B	B		C	C		C	C	
Approach Delay (s)		5.7			15.5			23.4			23.8	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1078	49	0	683	71	14	135	15	0	127	51
Future Volume (vph)	38	1078	49	0	683	71	14	135	15	0	127	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0			5.0	
Lane Util. Factor	1.00	0.91			0.95			1.00			1.00	
Frt	1.00	0.99			0.99			0.99			0.96	
Flt Protected	0.95	1.00			1.00			1.00			1.00	
Satd. Flow (prot)	1770	5052			3489			1832			1791	
Flt Permitted	0.95	1.00			1.00			0.96			1.00	
Satd. Flow (perm)	1770	5052			3489			1765			1791	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	40	1147	52	0	727	76	15	144	16	0	135	54
RTOR Reduction (vph)	0	3	0	0	6	0	0	4	0	0	17	0
Lane Group Flow (vph)	40	1196	0	0	797	0	0	171	0	0	172	0
Turn Type	Prot	NA			NA		Perm	NA			NA	
Protected Phases	5	2			6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	4.7	55.5			51.8			13.1			13.1	
Effective Green, g (s)	4.7	55.5			51.8			13.1			13.1	
Actuated g/C Ratio	0.06	0.67			0.63			0.16			0.16	
Clearance Time (s)	4.0	4.0			4.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	100	3394			2188			279			284	
v/s Ratio Prot	c0.02	c0.24			0.23						0.10	
v/s Ratio Perm								c0.10				
v/c Ratio	0.40	0.35			0.36			0.61			0.61	
Uniform Delay, d1	37.6	5.8			7.4			32.4			32.3	
Progression Factor	1.00	1.00			0.27			1.00			1.00	
Incremental Delay, d2	2.6	0.3			0.5			3.9			3.6	
Delay (s)	40.2	6.1			2.5			36.3			36.0	
Level of Service	D	A			A			D			D	
Approach Delay (s)		7.2			2.5			36.3			36.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1029	74	11	681	24	0	120	17	20	36	73
Future Volume (vph)	0	1029	74	11	681	24	0	120	17	20	36	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Lane Util. Factor		0.91		1.00	0.95			1.00		1.00	1.00	
Frt		0.99		1.00	0.99			0.98		1.00	0.90	
Flt Protected		1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		5034		1770	3521			1831		1770	1676	
Flt Permitted		1.00		0.95	1.00			1.00		0.62	1.00	
Satd. Flow (perm)		5034		1770	3521			1831		1146	1676	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1072	77	11	709	25	0	125	18	21	38	76
RTOR Reduction (vph)	0	6	0	0	2	0	0	6	0	0	64	0
Lane Group Flow (vph)	0	1143	0	11	732	0	0	137	0	21	50	0
Turn Type		NA		Prot	NA			NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases										4		
Actuated Green, G (s)		55.5		1.0	51.8			13.1		13.1	13.1	
Effective Green, g (s)		55.5		1.0	51.8			13.1		13.1	13.1	
Actuated g/C Ratio		0.67		0.01	0.63			0.16		0.16	0.16	
Clearance Time (s)		4.0		4.0	4.0			5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		3382		21	2208			290		181	265	
v/s Ratio Prot		c0.23		c0.01	0.21			c0.07			0.03	
v/s Ratio Perm										0.02		
v/c Ratio		0.34		0.52	0.33			0.47		0.12	0.19	
Uniform Delay, d1		5.8		40.6	7.2			31.6		29.8	30.1	
Progression Factor		0.18		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.3		21.6	0.4			1.2		0.3	0.3	
Delay (s)		1.3		62.1	7.7			32.8		30.1	30.5	
Level of Service		A		E	A			C		C	C	
Approach Delay (s)		1.3			8.5			32.8			30.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	818	83	63	435	165	118	43	114	80	59	133
Future Volume (vph)	128	818	83	63	435	165	118	43	114	80	59	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			0.95	
Frt	1.00	0.99		1.00	0.96			0.94			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3490		1770	3393			3250			3232	
Flt Permitted	0.95	1.00		0.95	1.00			0.70			0.77	
Satd. Flow (perm)	1770	3490		1770	3393			2337			2523	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	141	899	91	69	478	181	130	47	125	88	65	146
RTOR Reduction (vph)	0	8	0	0	41	0	0	77	0	0	90	0
Lane Group Flow (vph)	141	982	0	69	618	0	0	225	0	0	209	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	12.3	32.8		7.1	27.6			33.6			33.6	
Effective Green, g (s)	12.3	32.8		7.1	27.6			33.6			33.6	
Actuated g/C Ratio	0.14	0.37		0.08	0.32			0.38			0.38	
Clearance Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	248	1308		143	1070			897			968	
v/s Ratio Prot	c0.08	c0.28		0.04	0.18							
v/s Ratio Perm								c0.10			0.08	
v/c Ratio	0.57	0.75		0.48	0.58			0.25			0.22	
Uniform Delay, d1	35.1	23.8		38.4	25.1			18.4			18.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.0	2.5		2.6	0.8			0.7			0.5	
Delay (s)	38.1	26.3		41.0	25.8			19.0			18.6	
Level of Service	D	C		D	C			B			B	
Approach Delay (s)		27.7			27.3			19.0			18.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	22	30	95	27	90	28	862	82	57	751	11
Future Volume (vph)	37	22	30	95	27	90	28	862	82	57	751	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.95		1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1741		1770	1648		1770	3493		1770	3532	
Flt Permitted		0.74		0.68	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1316		1272	1648		1770	3493		1770	3532	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	45	27	37	116	33	110	34	1051	100	70	916	13
RTOR Reduction (vph)	0	21	0	0	93	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	88	0	116	50	0	34	1146	0	70	928	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.8		12.8	12.8		3.4	50.4		7.1	54.1	
Effective Green, g (s)		12.8		12.8	12.8		3.4	50.4		7.1	54.1	
Actuated g/C Ratio		0.15		0.15	0.15		0.04	0.59		0.08	0.63	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		197		190	247		70	2063		147	2240	
v/s Ratio Prot					0.03		0.02	c0.33		c0.04	c0.26	
v/s Ratio Perm		0.07		c0.09								
v/c Ratio		0.45		0.61	0.20		0.49	0.56		0.48	0.41	
Uniform Delay, d1		33.0		33.9	31.8		40.1	10.6		37.3	7.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6		5.7	0.4		5.2	1.1		2.4	0.6	
Delay (s)		34.6		39.6	32.2		45.3	11.7		39.7	8.3	
Level of Service		C		D	C		D	B		D	A	
Approach Delay (s)		34.6			35.5			12.7			10.5	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	874	53	38	533	91	114	681	76	141	617	48
Future Volume (vph)	99	874	53	38	533	91	114	681	76	141	617	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3509		1770	3462		1770	3486		1770	3501	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3509		1770	3462		1770	3486		1770	3501	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	110	971	59	42	592	101	127	757	84	157	686	53
RTOR Reduction (vph)	0	4	0	0	11	0	0	7	0	0	5	0
Lane Group Flow (vph)	110	1026	0	42	682	0	127	834	0	157	734	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	11.4	48.5		7.9	45.0		11.6	30.6		13.2	32.2	
Effective Green, g (s)	11.4	48.5		7.9	45.0		11.6	30.6		13.2	32.2	
Actuated g/C Ratio	0.10	0.41		0.07	0.38		0.10	0.26		0.11	0.27	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	169	1433		117	1312		172	898		196	949	
v/s Ratio Prot	c0.06	c0.29		0.02	0.20		0.07	c0.24		c0.09	0.21	
v/s Ratio Perm												
v/c Ratio	0.65	0.72		0.36	0.52		0.74	0.93		0.80	0.77	
Uniform Delay, d1	51.7	29.3		53.0	28.5		52.1	43.0		51.5	39.9	
Progression Factor	1.00	1.00		1.60	0.16		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.7	3.1		1.7	1.3		15.2	15.4		20.5	4.0	
Delay (s)	60.4	32.4		86.6	5.9		67.3	58.4		71.9	43.9	
Level of Service	E	C		F	A		E	E		E	D	
Approach Delay (s)		35.1			10.5			59.6			48.8	
Approach LOS		D			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	18.5
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1047	19	14	615	25	32	171	71	47	142	12
Future Volume (vph)	21	1047	19	14	615	25	32	171	71	47	142	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3530		1770	3539	1583	1770	1781		1770	1841	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.60	1.00		0.38	1.00	
Satd. Flow (perm)	1770	3530		1770	3539	1583	1124	1781		709	1841	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	1138	21	15	668	27	35	186	77	51	154	13
RTOR Reduction (vph)	0	1	0	0	0	17	0	13	0	0	2	0
Lane Group Flow (vph)	23	1158	0	15	668	10	35	250	0	51	165	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	11.4	48.5		7.9	45.0	45.0	30.6	30.6		32.2	32.2	
Effective Green, g (s)	11.4	48.5		7.9	45.0	45.0	30.6	30.6		32.2	32.2	
Actuated g/C Ratio	0.10	0.41		0.07	0.38	0.38	0.26	0.26		0.27	0.27	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	169	1442		117	1341	600	289	459		192	499	
v/s Ratio Prot	c0.01	c0.33		0.01	0.19			c0.14			0.09	
v/s Ratio Perm						0.01	0.03			0.07		
v/c Ratio	0.14	0.80		0.13	0.50	0.02	0.12	0.55		0.27	0.33	
Uniform Delay, d1	49.1	30.9		52.2	28.2	23.0	33.7	38.0		34.0	34.6	
Progression Factor	1.56	0.46		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	3.3		0.5	1.3	0.1	0.2	1.3		0.7	0.4	
Delay (s)	76.8	17.5		52.7	29.5	23.1	33.9	39.4		34.7	35.0	
Level of Service	E	B		D	C	C	C	D		C	D	
Approach Delay (s)		18.7			29.8			38.7			34.9	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	18.5
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	499	54	27	189	98	26	716	45	82	579	57
Future Volume (vph)	110	499	54	27	189	98	26	716	45	82	579	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835		1770	1863	1583	1770	3508		1770	3492	
Flt Permitted	0.62	1.00		0.28	1.00	1.00	0.27	1.00		0.19	1.00	
Satd. Flow (perm)	1161	1835		513	1863	1583	504	3508		363	3492	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	554	60	30	210	109	29	796	50	91	643	63
RTOR Reduction (vph)	0	3	0	0	0	52	0	6	0	0	9	0
Lane Group Flow (vph)	122	611	0	30	210	57	29	840	0	91	697	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	42.5	42.5		42.5	42.5	42.5	29.4	29.4		29.4	29.4	
Effective Green, g (s)	42.5	42.5		42.5	42.5	42.5	29.4	29.4		29.4	29.4	
Actuated g/C Ratio	0.52	0.52		0.52	0.52	0.52	0.36	0.36		0.36	0.36	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	602	952		266	966	821	180	1259		130	1253	
v/s Ratio Prot		c0.33			0.11			0.24			0.20	
v/s Ratio Perm	0.11			0.06		0.04	0.06			c0.25		
v/c Ratio	0.20	0.64		0.11	0.22	0.07	0.16	0.67		0.70	0.56	
Uniform Delay, d1	10.6	14.2		10.1	10.7	9.8	17.9	22.1		22.5	21.0	
Progression Factor	1.00	1.00		0.44	0.44	0.10	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	3.3		0.8	0.5	0.2	0.4	1.4		15.2	0.5	
Delay (s)	11.3	17.5		5.3	5.2	1.2	18.3	23.5		37.7	21.6	
Level of Service	B	B		A	A	A	B	C		D	C	
Approach Delay (s)		16.5			4.0			23.3			23.4	
Approach LOS		B			A			C			C	

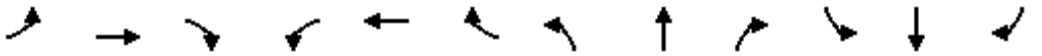
Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	532	12	3	270	23	19	164	26	25	112	27
Future Volume (vph)	83	532	12	3	270	23	19	164	26	25	112	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.99		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1857			1842		1770	1824		1770	1808	
Flt Permitted	0.54	1.00			1.00		0.66	1.00		0.59	1.00	
Satd. Flow (perm)	1014	1857			1836		1234	1824		1105	1808	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	89	572	13	3	290	25	20	176	28	27	120	29
RTOR Reduction (vph)	0	0	0	0	2	0	0	7	0	0	11	0
Lane Group Flow (vph)	89	585	0	0	316	0	20	197	0	27	138	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	42.5	42.5			42.5		29.4	29.4		29.4	29.4	
Effective Green, g (s)	42.5	42.5			42.5		29.4	29.4		29.4	29.4	
Actuated g/C Ratio	0.52	0.52			0.52		0.36	0.36		0.36	0.36	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	526	963			952		442	654		396	649	
v/s Ratio Prot		c0.31						c0.11			0.08	
v/s Ratio Perm	0.09				0.17		0.02			0.02		
v/c Ratio	0.17	0.61			0.33		0.05	0.30		0.07	0.21	
Uniform Delay, d1	10.4	13.8			11.4		17.1	18.9		17.2	18.2	
Progression Factor	0.52	0.49			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	2.3			0.9		0.0	0.3		0.1	0.2	
Delay (s)	6.0	9.0			12.4		17.1	19.1		17.3	18.4	
Level of Service	A	A			B		B	B		B	B	
Approach Delay (s)		8.6			12.4			19.0			18.2	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

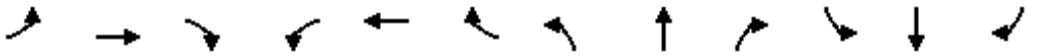
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	981	202	105	766	80	195	696	110	115	441	99
Future Volume (vph)	110	981	202	105	766	80	195	696	110	115	441	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3449		1770	3489		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3449		1770	3489		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	112	1001	206	107	782	82	199	710	112	117	450	101
RTOR Reduction (vph)	0	17	0	0	8	0	0	0	76	0	0	72
Lane Group Flow (vph)	112	1190	0	107	856	0	199	710	36	117	450	29
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	10.0	35.1		7.9	34.0		13.4	31.8	31.8	10.6	29.0	29.0
Effective Green, g (s)	10.0	35.1		7.9	34.0		13.4	31.8	31.8	10.6	29.0	29.0
Actuated g/C Ratio	0.10	0.35		0.08	0.34		0.13	0.32	0.32	0.11	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	178	1217		140	1193		238	1132	506	188	1032	461
v/s Ratio Prot	0.06	c0.34		c0.06	0.25		c0.11	c0.20		0.07	0.13	
v/s Ratio Perm									0.02			0.02
v/c Ratio	0.63	0.98		0.76	0.72		0.84	0.63	0.07	0.62	0.44	0.06
Uniform Delay, d1	42.9	31.8		44.8	28.5		41.9	28.8	23.5	42.5	28.6	25.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	20.3		21.6	2.1		21.7	2.6	0.3	6.3	1.3	0.3
Delay (s)	49.7	52.1		66.4	30.6		63.6	31.4	23.8	48.8	29.9	25.7
Level of Service	D	D		E	C		E	C	C	D	C	C
Approach Delay (s)		51.9			34.6			36.8			32.6	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

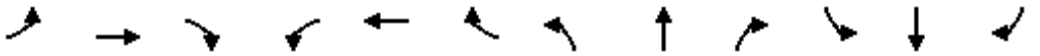


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	947	87	85	489	139	106	842	229	134	478	67
Future Volume (vph)	88	947	87	85	489	139	106	842	229	134	478	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	90	966	89	87	499	142	108	859	234	137	488	68
RTOR Reduction (vph)	0	0	60	0	0	98	0	0	118	0	0	42
Lane Group Flow (vph)	90	966	29	87	499	44	108	859	116	137	488	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.1	30.1	30.1	6.1	30.1	30.1	7.6	33.3	33.3	10.9	36.6	36.6
Effective Green, g (s)	6.1	30.1	30.1	6.1	30.1	30.1	7.6	33.3	33.3	10.9	36.6	36.6
Actuated g/C Ratio	0.06	0.31	0.31	0.06	0.31	0.31	0.08	0.35	0.35	0.11	0.38	0.38
Clearance Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	112	1105	494	112	1105	494	139	1222	546	200	1343	601
v/s Ratio Prot	c0.05	c0.27		0.05	0.14		c0.06	c0.24		c0.08	0.14	
v/s Ratio Perm			0.02			0.03			0.07			0.02
v/c Ratio	0.80	0.87	0.06	0.78	0.45	0.09	0.78	0.70	0.21	0.69	0.36	0.04
Uniform Delay, d1	44.6	31.4	23.2	44.5	26.5	23.5	43.6	27.3	22.3	41.1	21.5	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	32.6	7.9	0.1	27.9	0.3	0.1	23.4	3.4	0.9	9.3	0.8	0.1
Delay (s)	77.2	39.2	23.3	72.4	26.8	23.5	66.9	30.7	23.2	50.4	22.3	19.0
Level of Service	E	D	C	E	C	C	E	C	C	D	C	B
Approach Delay (s)		41.0			31.6			32.5			27.5	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	96.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

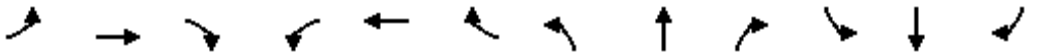
Buildout Year 2040 With Project Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	556	216	190	709	40	165	143	108	83	194	24
Future Volume (vph)	21	556	216	190	709	40	165	143	108	83	194	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583		1818	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.47	1.00	1.00		0.86	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	874	1863	1583		1589	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	611	237	209	779	44	181	157	119	91	213	26
RTOR Reduction (vph)	0	0	149	0	0	22	0	0	80	0	3	0
Lane Group Flow (vph)	23	611	88	209	779	22	181	157	39	0	327	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		
Actuated Green, G (s)	2.3	36.2	36.2	15.6	49.5	49.5	32.1	32.1	32.1		32.1	
Effective Green, g (s)	2.3	36.2	36.2	15.6	49.5	49.5	32.1	32.1	32.1		32.1	
Actuated g/C Ratio	0.02	0.37	0.37	0.16	0.51	0.51	0.33	0.33	0.33		0.33	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	41	688	585	282	941	800	286	610	519		521	
v/s Ratio Prot	0.01	c0.33		c0.12	c0.42			0.08				
v/s Ratio Perm			0.06			0.01	c0.21		0.02		0.21	
v/c Ratio	0.56	0.89	0.15	0.74	0.83	0.03	0.63	0.26	0.08		0.63	
Uniform Delay, d1	47.3	28.9	20.6	39.2	20.6	12.1	27.9	24.2	22.7		27.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	16.4	13.3	0.1	10.0	6.1	0.0	10.2	1.0	0.3		5.6	
Delay (s)	63.7	42.2	20.7	49.3	26.7	12.1	38.1	25.2	23.0		33.5	
Level of Service	E	D	C	D	C	B	D	C	C		C	
Approach Delay (s)		36.9			30.6			29.7			33.5	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1056	0	0	1433	194	35	177	19	242	0	62
Future Volume (vph)	16	1056	0	0	1433	194	35	177	19	242	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	
Frt	1.00	1.00			0.98			0.99			0.97	
Flt Protected	0.95	1.00			1.00			0.99			0.96	
Satd. Flow (prot)	1770	3539			3476			1828			1742	
Flt Permitted	0.07	1.00			1.00			0.92			0.55	
Satd. Flow (perm)	138	3539			3476			1687			999	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1148	0	0	1558	211	38	192	21	263	0	67
RTOR Reduction (vph)	0	0	0	0	11	0	0	3	0	0	14	0
Lane Group Flow (vph)	17	1148	0	0	1758	0	0	248	0	0	316	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	54.0	54.0			54.0			36.0			36.0	
Effective Green, g (s)	54.0	54.0			54.0			36.0			36.0	
Actuated g/C Ratio	0.54	0.54			0.54			0.36			0.36	
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	74	1911			1877			607			359	
v/s Ratio Prot		0.32			c0.51							
v/s Ratio Perm	0.12							0.15			c0.32	
v/c Ratio	0.23	0.60			0.94			0.41			0.88	
Uniform Delay, d1	12.1	15.7			21.4			24.0			30.0	
Progression Factor	1.00	1.00			0.14			1.00			1.00	
Incremental Delay, d2	1.6	0.5			3.3			2.0			21.3	
Delay (s)	13.7	16.2			6.3			26.0			51.3	
Level of Service	B	B			A			C			D	
Approach Delay (s)		16.2			6.3			26.0			51.3	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1165	85	58	1601	123	0	0	0	235	323	57
Future Volume (vph)	59	1165	85	58	1601	123	0	0	0	235	323	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0					5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95					1.00	1.00	
Frt	1.00	0.99		1.00	0.99					1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)	1770	3503		1770	3501					1770	1821	
Flt Permitted	0.07	1.00		0.11	1.00					0.95	1.00	
Satd. Flow (perm)	138	3503		205	3501					1770	1821	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	63	1253	91	62	1722	132	0	0	0	253	347	61
RTOR Reduction (vph)	0	6	0	0	6	0	0	0	0	0	6	0
Lane Group Flow (vph)	63	1338	0	62	1848	0	0	0	0	253	402	0
Turn Type	Perm	NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	54.0	54.0		54.0	54.0					36.0	36.0	
Effective Green, g (s)	54.0	54.0		54.0	54.0					36.0	36.0	
Actuated g/C Ratio	0.54	0.54		0.54	0.54					0.36	0.36	
Clearance Time (s)	5.0	5.0		5.0	5.0					5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)	74	1891		110	1890					637	655	
v/s Ratio Prot		0.38			c0.53						c0.22	
v/s Ratio Perm	0.46			0.30						0.14		
v/c Ratio	0.85	0.71		0.56	0.98					0.40	0.61	
Uniform Delay, d1	19.6	17.1		15.2	22.4					23.9	26.3	
Progression Factor	0.61	0.52		1.00	1.00					1.00	1.00	
Incremental Delay, d2	47.0	0.9		6.5	15.6					0.4	1.7	
Delay (s)	58.8	9.9		21.7	38.1					24.3	28.0	
Level of Service	E	A		C	D					C	C	
Approach Delay (s)		12.1			37.5			0.0			26.6	
Approach LOS		B			D			A			C	

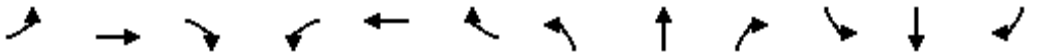
Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	546	0	0	742	93	48	235	25	0	0	0
Future Volume (vph)	55	546	0	0	742	93	48	235	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	5.0	5.0				
Lane Util. Factor	1.00	0.95			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.99				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1770	3539			1863	1583	1770	1836				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	1770	3539			1863	1583	1770	1836				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	64	635	0	0	863	108	56	273	29	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	40	0	3	0	0	0	0
Lane Group Flow (vph)	64	635	0	0	863	68	56	299	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases						6	8					
Actuated Green, G (s)	6.1	69.3			66.6	66.6	20.8	20.8				
Effective Green, g (s)	6.1	69.3			66.6	66.6	20.8	20.8				
Actuated g/C Ratio	0.06	0.65			0.63	0.63	0.20	0.20				
Clearance Time (s)	4.0	4.0			4.0	4.0	5.0	5.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	101	2302			1165	989	345	358				
v/s Ratio Prot	c0.04	c0.18			c0.46			c0.16				
v/s Ratio Perm						0.04	0.03					
v/c Ratio	0.63	0.28			0.74	0.07	0.16	0.83				
Uniform Delay, d1	49.1	7.9			13.9	7.8	35.6	41.2				
Progression Factor	1.00	1.00			0.38	0.00	1.00	1.00				
Incremental Delay, d2	12.3	0.3			3.1	0.1	0.2	15.3				
Delay (s)	61.4	8.2			8.4	0.1	35.8	56.5				
Level of Service	E	A			A	A	D	E				
Approach Delay (s)		13.1			7.5			53.3			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	106.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

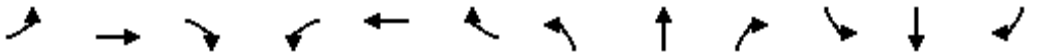
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	506	138	33	736	0	0	0	0	53	128	100
Future Volume (vph)	0	506	138	33	736	0	0	0	0	53	128	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					5.0	5.0	
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.93	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1583	1770	1863					1770	1740	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1583	1770	1863					1770	1740	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	575	157	38	836	0	0	0	0	60	145	114
RTOR Reduction (vph)	0	0	55	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	575	102	38	836	0	0	0	0	60	232	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Actuated Green, G (s)		69.3	69.3	3.4	66.6					20.8	20.8	
Effective Green, g (s)		69.3	69.3	3.4	66.6					20.8	20.8	
Actuated g/C Ratio		0.65	0.65	0.03	0.63					0.20	0.20	
Clearance Time (s)		4.0	4.0	4.0	4.0					5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2302	1030	56	1165					345	339	
v/s Ratio Prot		c0.16		c0.02	c0.45						c0.13	
v/s Ratio Perm			0.06							0.03		
v/c Ratio		0.25	0.10	0.68	0.72					0.17	0.69	
Uniform Delay, d1		7.8	6.9	51.0	13.6					35.7	39.8	
Progression Factor		0.29	0.01	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.3	0.2	28.0	3.8					0.2	5.7	
Delay (s)		2.5	0.2	79.0	17.4					35.9	45.5	
Level of Service		A	A	E	B					D	D	
Approach Delay (s)		2.0			20.0			0.0			43.7	
Approach LOS		A			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	106.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

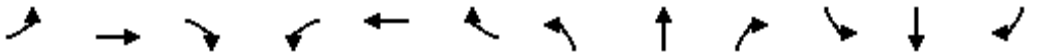
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	439	143	130	609	190	165	21	135	68	32	213
Future Volume (vph)	190	439	143	130	609	190	165	21	135	68	32	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583		3233			3144	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.64			0.76	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583		2115			2401	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	218	505	164	149	700	218	190	24	155	78	37	245
RTOR Reduction (vph)	0	0	94	0	0	126	0	110	0	0	174	0
Lane Group Flow (vph)	218	505	70	149	700	92	0	259	0	0	186	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	14.9	41.3	41.3	12.8	39.2	39.2		28.0			28.0	
Effective Green, g (s)	14.9	41.3	41.3	12.8	39.2	39.2		28.0			28.0	
Actuated g/C Ratio	0.16	0.43	0.43	0.13	0.41	0.41		0.29			0.29	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	274	800	680	235	759	645		616			699	
v/s Ratio Prot	c0.12	0.27		0.08	c0.38							
v/s Ratio Perm			0.04			0.06		c0.12			0.08	
v/c Ratio	0.80	0.63	0.10	0.63	0.92	0.14		0.42			0.27	
Uniform Delay, d1	39.1	21.4	16.4	39.4	27.0	17.9		27.5			26.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	14.7	1.6	0.1	5.5	16.6	0.1		2.1			0.9	
Delay (s)	53.8	23.1	16.4	44.9	43.6	18.0		29.6			27.1	
Level of Service	D	C	B	D	D	B		C			C	
Approach Delay (s)		29.4			38.6			29.6			27.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	96.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

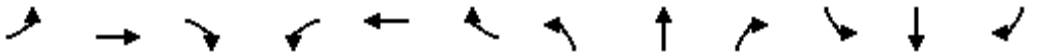
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	58	75	236	133	344	80	860	51	98	1328	38
Future Volume (vph)	50	58	75	236	133	344	80	860	51	98	1328	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.94		1.00	0.89		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1770	1661		1770	3510		1770	3525	
Flt Permitted		0.30		0.57	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		525		1068	1661		1770	3510		1770	3525	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	62	80	251	141	366	85	915	54	104	1413	40
RTOR Reduction (vph)	0	26	0	0	97	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	169	0	251	410	0	85	965	0	104	1451	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		26.7		26.7	26.7		5.3	44.6		8.4	47.7	
Effective Green, g (s)		26.7		26.7	26.7		5.3	44.6		8.4	47.7	
Actuated g/C Ratio		0.28		0.28	0.28		0.06	0.47		0.09	0.50	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		148		301	468		99	1653		157	1775	
v/s Ratio Prot					0.25		0.05	0.28		c0.06	c0.41	
v/s Ratio Perm		c0.32		0.24								
v/c Ratio		1.14		0.83	0.88		0.86	0.58		0.66	0.82	
Uniform Delay, d1		34.0		31.9	32.4		44.3	18.3		41.8	19.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		117.5		17.7	16.6		47.9	1.5		10.0	4.3	
Delay (s)		151.5		49.6	49.0		92.2	19.8		51.8	24.1	
Level of Service		F		D	D		F	B		D	C	
Approach Delay (s)		151.5			49.2			25.6			26.0	
Approach LOS		F			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	94.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

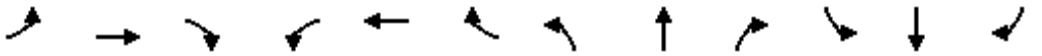
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	420	66	36	636	149	63	596	21	108	944	78
Future Volume (vph)	87	420	66	36	636	149	63	596	21	108	944	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3521		1770	3499	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3521		1770	3499	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	457	72	39	691	162	68	648	23	117	1026	85
RTOR Reduction (vph)	0	0	42	0	0	76	0	2	0	0	5	0
Lane Group Flow (vph)	95	457	30	39	691	86	68	669	0	117	1106	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	8.0	49.7	49.7	7.8	49.5	49.5	7.8	30.9		12.0	35.1	
Effective Green, g (s)	8.0	49.7	49.7	7.8	49.5	49.5	7.8	30.9		12.0	35.1	
Actuated g/C Ratio	0.07	0.42	0.42	0.07	0.42	0.42	0.07	0.26		0.10	0.30	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	119	778	661	116	775	659	116	915		178	1032	
v/s Ratio Prot	c0.05	0.25		0.02	c0.37		0.04	0.19		c0.07	c0.32	
v/s Ratio Perm			0.02			0.05						
v/c Ratio	0.80	0.59	0.05	0.34	0.89	0.13	0.59	0.73		0.66	1.07	
Uniform Delay, d1	54.7	26.7	20.5	53.1	32.2	21.4	54.0	40.2		51.5	41.9	
Progression Factor	1.00	1.00	1.00	1.44	0.34	0.14	1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.0	3.2	0.1	0.9	8.2	0.2	7.4	3.0		8.5	49.3	
Delay (s)	84.6	29.9	20.7	77.5	19.2	3.2	61.3	43.2		59.9	91.2	
Level of Service	F	C	C	E	B	A	E	D		E	F	
Approach Delay (s)		37.2			18.8			44.9			88.3	
Approach LOS		D			B			D			F	

Intersection Summary			
HCM 2000 Control Delay	52.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	18.5
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

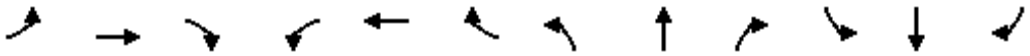
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	466	50	34	697	0	108	0	56	0	0	0
Future Volume (vph)	0	466	50	34	697	0	108	0	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5		5.0		5.0			
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00			
Frt		1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)		1863	1583	1770	1863		1770		1583			
Flt Permitted		1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (perm)		1863	1583	1770	1863		1770		1583			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	501	54	37	749	0	116	0	60	0	0	0
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	501	23	37	749	0	116	0	16	0	0	0
Turn Type		NA	Perm	Prot	NA		Perm		Perm			
Protected Phases		2		1	6							
Permitted Phases			2				8		8			
Actuated Green, G (s)		49.7	49.7	7.8	49.5		30.9		30.9			
Effective Green, g (s)		49.7	49.7	7.8	49.5		30.9		30.9			
Actuated g/C Ratio		0.42	0.42	0.07	0.42		0.26		0.26			
Clearance Time (s)		5.5	5.5	4.0	5.5		5.0		5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)		778	661	116	775		459		411			
v/s Ratio Prot		0.27		c0.02	c0.40							
v/s Ratio Perm			0.01				c0.07		0.01			
v/c Ratio		0.64	0.03	0.32	0.97		0.25		0.04			
Uniform Delay, d1		27.6	20.4	53.0	33.9		34.9		32.9			
Progression Factor		0.58	0.78	1.00	1.00		1.00		1.00			
Incremental Delay, d2		3.4	0.1	1.6	25.1		0.3		0.0			
Delay (s)		19.3	16.0	54.6	59.0		35.1		32.9			
Level of Service		B	B	D	E		D		C			
Approach Delay (s)		19.0			58.8			34.4			0.0	
Approach LOS		B			E			C			A	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	18.5
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	381	73	60	525	125	165	453	26	63	864	100
Future Volume (vph)	84	381	73	60	525	125	165	453	26	63	864	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1770	1863	1583	1770	3511		1770	3484	
Flt Permitted	0.10	1.00		0.19	1.00	1.00	0.10	1.00		0.35	1.00	
Satd. Flow (perm)	194	1818		355	1863	1583	190	3511		661	3484	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	111	501	96	79	691	164	217	596	34	83	1137	132
RTOR Reduction (vph)	0	7	0	0	0	94	0	4	0	0	9	0
Lane Group Flow (vph)	111	590	0	79	691	70	217	626	0	83	1260	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	42.0	42.0		42.0	42.0	42.0	48.0	48.0		48.0	48.0	
Effective Green, g (s)	42.0	42.0		42.0	42.0	42.0	48.0	48.0		48.0	48.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42	0.42	0.48	0.48		0.48	0.48	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	81	763		149	782	664	91	1685		317	1672	
v/s Ratio Prot		0.32			0.37			0.18			0.36	
v/s Ratio Perm	c0.57			0.22		0.04	c1.14			0.13		
v/c Ratio	1.37	0.77		0.53	0.88	0.11	2.38	0.37		0.26	0.75	
Uniform Delay, d1	29.0	24.9		21.6	26.7	17.6	26.0	16.5		15.5	21.2	
Progression Factor	1.00	1.00		0.40	0.36	0.12	1.00	1.00		1.00	1.00	
Incremental Delay, d2	227.0	7.5		3.6	4.4	0.1	655.5	0.1		0.4	2.0	
Delay (s)	256.0	32.4		12.3	14.0	2.2	681.5	16.6		15.9	23.2	
Level of Service	F	C		B	B	A	F	B		B	C	
Approach Delay (s)		67.5			11.8			186.9			22.7	
Approach LOS		E			B			F			C	

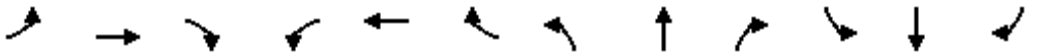
Intersection Summary			
HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	367	41	10	561	9	30	20	18	11	101	43
Future Volume (vph)	27	367	41	10	561	9	30	20	18	11	101	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			1.00		1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1834			1857		1770	1731		1770	1780	
Flt Permitted	0.19	1.00			0.95		0.61	1.00		0.72	1.00	
Satd. Flow (perm)	361	1834			1764		1131	1731		1343	1780	
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	39	524	59	14	801	13	43	29	26	16	144	61
RTOR Reduction (vph)	0	4	0	0	1	0	0	14	0	0	15	0
Lane Group Flow (vph)	39	579	0	0	827	0	43	41	0	16	190	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	42.0	42.0			42.0		48.0	48.0		48.0	48.0	
Effective Green, g (s)	42.0	42.0			42.0		48.0	48.0		48.0	48.0	
Actuated g/C Ratio	0.42	0.42			0.42		0.48	0.48		0.48	0.48	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	151	770			740		542	830		644	854	
v/s Ratio Prot		0.32						0.02			c0.11	
v/s Ratio Perm	0.11				c0.47		0.04			0.01		
v/c Ratio	0.26	0.75			1.12		0.08	0.05		0.02	0.22	
Uniform Delay, d1	18.9	24.6			29.0		14.1	13.9		13.7	15.1	
Progression Factor	0.50	0.44			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	4.9			70.5		0.1	0.0		0.0	0.1	
Delay (s)	12.4	15.9			99.5		14.1	13.9		13.7	15.3	
Level of Service	B	B			F		B	B		B	B	
Approach Delay (s)		15.6			99.5			14.0			15.2	
Approach LOS		B			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

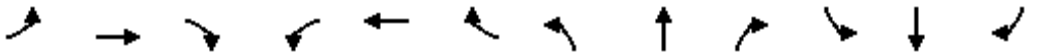
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	801	284	93	1181	86	250	483	78	128	861	189
Future Volume (vph)	87	801	284	93	1181	86	250	483	78	128	861	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3400		1770	3503		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3400		1770	3503		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	97	890	316	103	1312	96	278	537	87	142	957	210
RTOR Reduction (vph)	0	36	0	0	6	0	0	0	59	0	0	75
Lane Group Flow (vph)	97	1170	0	103	1402	0	278	537	28	142	957	135
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	6.0	36.0		6.0	37.0		15.0	31.9	31.9	12.1	29.0	29.0
Effective Green, g (s)	6.0	36.0		6.0	37.0		15.0	31.9	31.9	12.1	29.0	29.0
Actuated g/C Ratio	0.06	0.36		0.06	0.37		0.15	0.32	0.32	0.12	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	106	1224		106	1296		265	1128	504	214	1026	459
v/s Ratio Prot	0.05	0.34		c0.06	c0.40		c0.16	c0.15		0.08	c0.27	
v/s Ratio Perm									0.02			0.09
v/c Ratio	0.92	0.96		0.97	1.08		1.05	0.48	0.06	0.66	0.93	0.29
Uniform Delay, d1	46.7	31.2		46.9	31.5		42.5	27.3	23.6	42.0	34.6	27.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	60.6	16.2		77.9	50.4		68.7	1.4	0.2	7.5	15.9	1.6
Delay (s)	107.3	47.4		124.9	81.9		111.2	28.8	23.8	49.5	50.5	29.2
Level of Service	F	D		F	F		F	C	C	D	D	C
Approach Delay (s)		51.9			84.8			53.7			47.0	
Approach LOS		D			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	60.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	421	144	214	735	184	96	580	168	98	1268	60
Future Volume (vph)	39	421	144	214	735	184	96	580	168	98	1268	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3404		1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3404		1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	45	484	166	246	845	211	110	667	193	113	1457	69
RTOR Reduction (vph)	0	35	0	0	0	55	0	0	128	0	0	44
Lane Group Flow (vph)	45	615	0	246	845	156	110	667	65	113	1457	25
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	3.8	29.9		10.0	36.1	36.1	6.5	32.5	32.5	9.1	35.1	35.1
Effective Green, g (s)	3.8	29.9		10.0	36.1	36.1	6.5	32.5	32.5	9.1	35.1	35.1
Actuated g/C Ratio	0.04	0.31		0.10	0.37	0.37	0.07	0.33	0.33	0.09	0.36	0.36
Clearance Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	68	1043		181	689	586	118	1179	527	165	1274	569
v/s Ratio Prot	0.03	0.18		c0.14	c0.45		c0.06	0.19		0.06	c0.41	
v/s Ratio Perm						0.10			0.04			0.02
v/c Ratio	0.66	0.59		1.36	1.23	0.27	0.93	0.57	0.12	0.68	1.14	0.04
Uniform Delay, d1	46.2	28.6		43.8	30.7	21.5	45.3	26.7	22.6	42.8	31.2	20.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.6	0.9		193.1	114.5	0.2	61.7	2.0	0.5	11.2	74.4	0.1
Delay (s)	67.8	29.5		236.9	145.2	21.7	106.9	28.7	23.1	54.0	105.6	20.4
Level of Service	E	C		F	F	C	F	C	C	D	F	C
Approach Delay (s)		32.0			142.5			36.4			98.5	
Approach LOS		C			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	87.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	97.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	857	86	84	524	71	219	167	156	74	92	21
Future Volume (vph)	26	857	86	84	524	71	219	167	156	74	92	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583		1799	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.58	1.00	1.00		0.75	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1074	1863	1583		1384	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	29	942	95	92	576	78	241	184	171	81	101	23
RTOR Reduction (vph)	0	0	39	0	0	35	0	0	124	0	4	0
Lane Group Flow (vph)	29	942	56	92	576	43	241	184	47	0	201	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2		2	6		
Actuated Green, G (s)	3.5	53.1	53.1	6.0	55.6	55.6	28.0	28.0	28.0		28.0	
Effective Green, g (s)	3.5	53.1	53.1	6.0	55.6	55.6	28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.03	0.53	0.53	0.06	0.55	0.55	0.28	0.28	0.28		0.28	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	61	978	831	105	1024	870	297	515	438		383	
v/s Ratio Prot	0.02	c0.51		c0.05	0.31			0.10				
v/s Ratio Perm			0.04			0.03	c0.22		0.03		0.14	
v/c Ratio	0.48	0.96	0.07	0.88	0.56	0.05	0.81	0.36	0.11		0.52	
Uniform Delay, d1	47.9	23.1	11.8	47.2	14.8	10.5	34.1	29.3	27.2		30.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	5.7	20.3	0.0	50.4	0.7	0.0	20.9	1.9	0.5		5.1	
Delay (s)	53.6	43.3	11.8	97.6	15.5	10.5	55.0	31.3	27.7		36.0	
Level of Service	D	D	B	F	B	B	E	C	C		D	
Approach Delay (s)		40.8			25.1			39.9			36.0	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	101.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1611	0	0	927	158	60	266	33	155	0	45
Future Volume (vph)	27	1611	0	0	927	158	60	266	33	155	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	
Frt	1.00	1.00			0.98			0.99			0.97	
Flt Protected	0.95	1.00			1.00			0.99			0.96	
Satd. Flow (prot)	1770	3539			3462			1824			1739	
Flt Permitted	0.18	1.00			1.00			0.92			0.46	
Satd. Flow (perm)	336	3539			3462			1686			824	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	28	1644	0	0	946	161	61	271	34	158	0	46
RTOR Reduction (vph)	0	0	0	0	14	0	0	4	0	0	14	0
Lane Group Flow (vph)	28	1644	0	0	1093	0	0	362	0	0	190	0
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	55.0	55.0			55.0			35.0			35.0	
Effective Green, g (s)	55.0	55.0			55.0			35.0			35.0	
Actuated g/C Ratio	0.55	0.55			0.55			0.35			0.35	
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	184	1946			1904			590			288	
v/s Ratio Prot		c0.46			0.32							
v/s Ratio Perm	0.08							0.21			c0.23	
v/c Ratio	0.15	0.84			0.57			0.61			0.66	
Uniform Delay, d1	11.0	18.9			14.8			26.9			27.5	
Progression Factor	1.00	1.00			0.15			1.00			1.00	
Incremental Delay, d2	0.4	3.6			0.3			4.7			5.4	
Delay (s)	11.4	22.5			2.6			31.6			32.8	
Level of Service	B	C			A			C			C	
Approach Delay (s)		22.3			2.6			31.6			32.8	
Approach LOS		C			A			C			C	

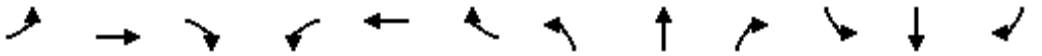
Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1626	75	75	1066	142	0	0	0	157	203	46
Future Volume (vph)	111	1626	75	75	1066	142	0	0	0	157	203	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0					5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95					1.00	1.00	
Frt	1.00	0.99		1.00	0.98					1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)	1770	3516		1770	3477					1770	1811	
Flt Permitted	0.14	1.00		0.07	1.00					0.95	1.00	
Satd. Flow (perm)	260	3516		135	3477					1770	1811	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	114	1676	77	77	1099	146	0	0	0	162	209	47
RTOR Reduction (vph)	0	3	0	0	10	0	0	0	0	0	8	0
Lane Group Flow (vph)	114	1750	0	77	1235	0	0	0	0	162	248	0
Turn Type	Perm	NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	55.0	55.0		55.0	55.0					35.0	35.0	
Effective Green, g (s)	55.0	55.0		55.0	55.0					35.0	35.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55					0.35	0.35	
Clearance Time (s)	5.0	5.0		5.0	5.0					5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)	143	1933		74	1912					619	633	
v/s Ratio Prot		0.50			0.36						c0.14	
v/s Ratio Perm	0.44			c0.57						0.09		
v/c Ratio	0.80	0.91		1.04	0.65					0.26	0.39	
Uniform Delay, d1	18.0	20.2		22.5	15.7					23.3	24.5	
Progression Factor	0.31	0.31		1.00	1.00					1.00	1.00	
Incremental Delay, d2	15.6	3.8		116.2	0.8					0.2	0.4	
Delay (s)	21.2	10.1		138.7	16.5					23.5	24.9	
Level of Service	C	B		F	B					C	C	
Approach Delay (s)		10.7			23.6			0.0			24.3	
Approach LOS		B			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

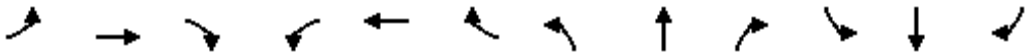
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	863	0	0	547	178	35	338	38	0	0	0
Future Volume (vph)	95	863	0	0	547	178	35	338	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	5.0	5.0				
Lane Util. Factor	1.00	0.95			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.98				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1770	3539			1863	1583	1770	1835				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	1770	3539			1863	1583	1770	1835				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	918	0	0	582	189	37	360	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	91	0	4	0	0	0	0
Lane Group Flow (vph)	101	918	0	0	582	98	37	396	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases						6	8					
Actuated Green, G (s)	7.9	53.2			48.7	48.7	23.9	23.9				
Effective Green, g (s)	7.9	53.2			48.7	48.7	23.9	23.9				
Actuated g/C Ratio	0.08	0.57			0.52	0.52	0.26	0.26				
Clearance Time (s)	4.0	4.0			4.0	4.0	5.0	5.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	149	2013			970	824	452	469				
v/s Ratio Prot	c0.06	0.26			c0.31			c0.22				
v/s Ratio Perm						0.06	0.02					
v/c Ratio	0.68	0.46			0.60	0.12	0.08	0.84				
Uniform Delay, d1	41.6	11.7			15.6	11.4	26.5	33.0				
Progression Factor	1.00	1.00			0.53	0.24	1.00	1.00				
Incremental Delay, d2	11.6	0.7			2.3	0.2	0.1	13.0				
Delay (s)	53.1	12.5			10.5	3.0	26.5	46.0				
Level of Service	D	B			B	A	C	D				
Approach Delay (s)		16.5			8.7			44.4			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

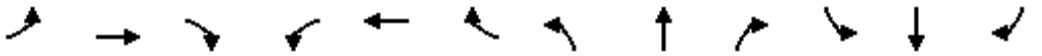
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	824	185	28	545	0	0	0	0	50	90	183
Future Volume (vph)	0	824	185	28	545	0	0	0	0	50	90	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					5.0	5.0	
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.90	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1583	1770	1863					1770	1675	
Flt Permitted		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1583	1770	1863					1770	1675	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	858	193	29	568	0	0	0	0	52	94	191
RTOR Reduction (vph)	0	0	83	0	0	0	0	0	0	0	77	0
Lane Group Flow (vph)	0	858	110	29	568	0	0	0	0	52	208	0
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2							4		
Actuated Green, G (s)		53.2	53.2	3.4	48.7					23.9	23.9	
Effective Green, g (s)		53.2	53.2	3.4	48.7					23.9	23.9	
Actuated g/C Ratio		0.57	0.57	0.04	0.52					0.26	0.26	
Clearance Time (s)		4.0	4.0	4.0	4.0					5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Lane Grp Cap (vph)		2013	900	64	970					452	428	
v/s Ratio Prot		c0.24		c0.02	c0.30						c0.12	
v/s Ratio Perm			0.07							0.03		
v/c Ratio		0.43	0.12	0.45	0.59					0.12	0.49	
Uniform Delay, d1		11.5	9.3	44.1	15.4					26.7	29.6	
Progression Factor		0.23	0.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.6	0.3	5.0	2.6					0.1	0.9	
Delay (s)		3.2	0.3	49.2	18.0					26.8	30.4	
Level of Service		A	A	D	B					C	C	
Approach Delay (s)		2.7			19.5			0.0			29.9	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	655	208	158	348	413	295	65	285	200	89	333
Future Volume (vph)	320	655	208	158	348	413	295	65	285	200	89	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			0.95	
Frt	1.00	0.96		1.00	0.92			0.93			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	3411		1770	3251			3231			3204	
Flt Permitted	0.95	1.00		0.95	1.00			0.55			0.56	
Satd. Flow (perm)	1770	3411		1770	3251			1802			1836	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	352	720	229	174	382	454	324	71	313	220	98	366
RTOR Reduction (vph)	0	31	0	0	218	0	0	138	0	0	203	0
Lane Group Flow (vph)	352	918	0	174	618	0	0	570	0	0	481	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	22.3	31.7		12.6	22.0			37.2			37.2	
Effective Green, g (s)	22.3	31.7		12.6	22.0			37.2			37.2	
Actuated g/C Ratio	0.23	0.33		0.13	0.23			0.39			0.39	
Clearance Time (s)	4.0	5.0		4.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	413	1132		233	748			701			715	
v/s Ratio Prot	c0.20	c0.27		0.10	0.19							
v/s Ratio Perm								c0.32			0.26	
v/c Ratio	0.85	0.81		0.75	0.83			0.93dl			0.67	
Uniform Delay, d1	35.0	29.2		39.9	34.9			26.0			24.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	15.5	4.5		12.3	7.4			10.0			5.0	
Delay (s)	50.5	33.7		52.2	42.4			36.0			29.1	
Level of Service	D	C		D	D			D			C	
Approach Delay (s)		38.2			44.1			36.0			29.1	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	95.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	55	75	171	68	162	70	1293	148	103	1127	28
Future Volume (vph)	93	55	75	171	68	162	70	1293	148	103	1127	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.95		1.00	0.89		1.00	0.98		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1742		1770	1666		1770	3485		1770	3526	
Flt Permitted		0.51		0.53	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		901		980	1666		1770	3485		1770	3526	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	113	67	91	209	83	198	85	1577	180	126	1374	34
RTOR Reduction (vph)	0	18	0	0	86	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	253	0	209	195	0	85	1749	0	126	1406	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		27.0		27.0	27.0		6.0	47.7		10.3	52.0	
Effective Green, g (s)		27.0		27.0	27.0		6.0	47.7		10.3	52.0	
Actuated g/C Ratio		0.27		0.27	0.27		0.06	0.48		0.10	0.52	
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		243		264	449		106	1662		182	1833	
v/s Ratio Prot					0.12		0.05	c0.50		c0.07	c0.40	
v/s Ratio Perm		c0.28		0.21								
v/c Ratio		1.04		0.79	0.43		0.80	1.05		0.69	0.77	
Uniform Delay, d1		36.5		33.9	30.2		46.4	26.1		43.3	19.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		68.6		14.9	0.7		33.9	37.2		10.8	3.1	
Delay (s)		105.1		48.8	30.9		80.3	63.4		54.1	22.3	
Level of Service		F		D	C		F	E		D	C	
Approach Delay (s)		105.1			38.5			64.2			24.9	
Approach LOS		F			D			E			C	

Intersection Summary			
HCM 2000 Control Delay	49.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	89.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	700	64	46	427	137	137	886	80	170	741	58
Future Volume (vph)	149	700	64	46	427	137	137	886	80	170	741	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3495		1770	3501	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	3495		1770	3501	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	166	778	71	51	474	152	152	984	89	189	823	64
RTOR Reduction (vph)	0	0	42	0	0	96	0	6	0	0	4	0
Lane Group Flow (vph)	166	778	29	51	474	56	152	1067	0	189	883	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						
Actuated Green, G (s)	13.5	49.6	49.6	8.2	44.3	44.3	11.9	32.0		12.0	32.1	
Effective Green, g (s)	13.5	49.6	49.6	8.2	44.3	44.3	11.9	32.0		12.0	32.1	
Actuated g/C Ratio	0.11	0.41	0.41	0.07	0.37	0.37	0.10	0.27		0.10	0.27	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	198	768	652	120	686	582	175	929		176	934	
v/s Ratio Prot	c0.09	c0.42		0.03	0.25		0.09	c0.31		c0.11	0.25	
v/s Ratio Perm			0.02			0.04						
v/c Ratio	0.84	1.01	0.04	0.42	0.69	0.10	0.87	1.15		1.07	0.94	
Uniform Delay, d1	52.3	35.3	21.2	53.8	32.2	24.9	53.4	44.1		54.1	43.2	
Progression Factor	1.00	1.00	1.00	1.39	0.37	0.22	1.00	1.00		1.00	1.00	
Incremental Delay, d2	25.4	35.7	0.1	1.8	4.3	0.2	33.6	79.5		88.9	17.5	
Delay (s)	77.8	71.1	21.3	76.6	16.0	5.8	87.1	123.7		143.0	60.8	
Level of Service	E	E	C	E	B	A	F	F		F	E	
Approach Delay (s)		68.7			18.3			119.1			75.2	
Approach LOS		E			B			F			E	

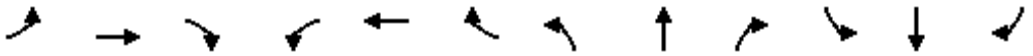
Intersection Summary			
HCM 2000 Control Delay	77.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	120.3	Sum of lost time (s)	18.5
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	838	29	17	492	0	96	0	107	0	0	0
Future Volume (vph)	0	838	29	17	492	0	96	0	107	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5	4.0	5.5		5.0		5.0			
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00			
Frt		1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)		1863	1583	1770	1863		1770		1583			
Flt Permitted		1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (perm)		1863	1583	1770	1863		1770		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	911	32	18	535	0	104	0	116	0	0	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	0	85	0	0	0
Lane Group Flow (vph)	0	911	13	18	535	0	104	0	31	0	0	0
Turn Type		NA	Perm	Prot	NA		Perm		Perm			
Protected Phases		2		1	6							
Permitted Phases			2				8		8			
Actuated Green, G (s)		49.6	49.6	8.2	44.3		32.0		32.0			
Effective Green, g (s)		49.6	49.6	8.2	44.3		32.0		32.0			
Actuated g/C Ratio		0.41	0.41	0.07	0.37		0.27		0.27			
Clearance Time (s)		5.5	5.5	4.0	5.5		5.0		5.0			
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)		768	652	120	686		470		421			
v/s Ratio Prot		c0.49		c0.01	0.29							
v/s Ratio Perm			0.01				c0.06		0.02			
v/c Ratio		1.19	0.02	0.15	0.78		0.22		0.07			
Uniform Delay, d1		35.3	20.9	52.8	33.7		34.4		33.1			
Progression Factor		0.63	1.00	1.00	1.00		1.00		1.00			
Incremental Delay, d2		85.1	0.0	0.6	8.6		0.2		0.1			
Delay (s)		107.4	21.0	53.4	42.2		34.7		33.1			
Level of Service		F	C	D	D		C		C			
Approach Delay (s)		104.5			42.6			33.9			0.0	
Approach LOS		F			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	75.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.3	Sum of lost time (s)	18.5
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	699	76	29	227	157	65	788	48	99	666	69
Future Volume (vph)	154	699	76	29	227	157	65	788	48	99	666	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835		1770	1863	1583	1770	3509		1770	3489	
Flt Permitted	0.57	1.00		0.10	1.00	1.00	0.21	1.00		0.15	1.00	
Satd. Flow (perm)	1067	1835		180	1863	1583	384	3509		286	3489	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	171	777	84	32	252	174	72	876	53	110	740	77
RTOR Reduction (vph)	0	4	0	0	0	21	0	4	0	0	8	0
Lane Group Flow (vph)	171	857	0	32	252	153	72	925	0	110	809	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	53.0	53.0		53.0	53.0	53.0	37.0	37.0		37.0	37.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0	53.0	37.0	37.0		37.0	37.0	
Actuated g/C Ratio	0.53	0.53		0.53	0.53	0.53	0.37	0.37		0.37	0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	565	972		95	987	838	142	1298		105	1290	
v/s Ratio Prot		c0.47			0.14			0.26			0.23	
v/s Ratio Perm	0.16			0.18		0.10	0.19			c0.38		
v/c Ratio	0.30	0.88		0.34	0.26	0.18	0.51	0.71		1.05	0.63	
Uniform Delay, d1	13.2	20.7		13.4	12.8	12.2	24.4	26.9		31.5	25.8	
Progression Factor	1.00	1.00		0.59	0.51	0.42	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	11.4		9.1	0.6	0.5	2.8	1.9		101.2	1.0	
Delay (s)	14.5	32.1		17.0	7.1	5.6	27.3	28.8		132.7	26.8	
Level of Service	B	C		B	A	A	C	C		F	C	
Approach Delay (s)		29.2			7.2			28.7			39.4	
Approach LOS		C			A			C			D	

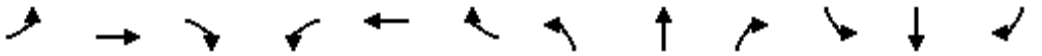
Intersection Summary			
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	745	17	4	324	10	48	33	39	10	45	11
Future Volume (vph)	34	745	17	4	324	10	48	33	39	10	45	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1857			1854		1770	1710		1770	1807	
Flt Permitted	0.50	1.00			0.99		0.72	1.00		0.71	1.00	
Satd. Flow (perm)	935	1857			1843		1337	1710		1317	1807	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	801	18	4	348	11	52	35	42	11	48	12
RTOR Reduction (vph)	0	1	0	0	1	0	0	26	0	0	8	0
Lane Group Flow (vph)	37	818	0	0	362	0	52	51	0	11	52	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	53.0	53.0			53.0		37.0	37.0		37.0	37.0	
Effective Green, g (s)	53.0	53.0			53.0		37.0	37.0		37.0	37.0	
Actuated g/C Ratio	0.53	0.53			0.53		0.37	0.37		0.37	0.37	
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	495	984			976		494	632		487	668	
v/s Ratio Prot		c0.44						0.03			0.03	
v/s Ratio Perm	0.04				0.20		c0.04			0.01		
v/c Ratio	0.07	0.83			0.37		0.11	0.08		0.02	0.08	
Uniform Delay, d1	11.5	19.7			13.7		20.6	20.5		20.0	20.4	
Progression Factor	0.50	0.42			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.7			1.1		0.1	0.1		0.0	0.1	
Delay (s)	5.9	11.9			14.8		20.7	20.5		20.0	20.5	
Level of Service	A	B			B		C	C		C	C	
Approach Delay (s)		11.7			14.8			20.6			20.4	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1080	223	116	843	84	225	801	127	127	486	109
Future Volume (vph)	121	1080	223	116	843	84	225	801	127	127	486	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3448		1770	3491		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3448		1770	3491		1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	123	1102	228	118	860	86	230	817	130	130	496	111
RTOR Reduction (vph)	0	18	0	0	8	0	0	0	85	0	0	77
Lane Group Flow (vph)	123	1312	0	118	938	0	230	817	45	130	496	34
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	9.6	37.0		7.0	35.4		13.0	32.3	32.3	9.7	29.0	29.0
Effective Green, g (s)	9.6	37.0		7.0	35.4		13.0	32.3	32.3	9.7	29.0	29.0
Actuated g/C Ratio	0.10	0.37		0.07	0.35		0.13	0.32	0.32	0.10	0.29	0.29
Clearance Time (s)	3.0	4.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	169	1275		123	1235		230	1143	511	171	1026	459
v/s Ratio Prot	0.07	c0.38		c0.07	0.27		c0.13	c0.23		0.07	0.14	
v/s Ratio Perm									0.03			0.02
v/c Ratio	0.73	1.03		0.96	0.76		1.00	0.71	0.09	0.76	0.48	0.07
Uniform Delay, d1	43.9	31.5		46.4	28.5		43.5	29.8	23.6	44.0	29.3	25.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.5	33.0		67.6	2.7		59.3	3.8	0.3	17.9	1.6	0.3
Delay (s)	58.4	64.5		114.0	31.3		102.8	33.6	23.9	61.9	30.9	26.1
Level of Service	E	E		F	C		F	C	C	E	C	C
Approach Delay (s)		64.0			40.5			46.1			35.7	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	805	79	90	416	181	91	1095	298	161	574	57
Future Volume (vph)	80	805	79	90	416	181	91	1095	298	161	574	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3492		1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3492		1770	1863	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	82	821	81	92	424	185	93	1117	304	164	586	58
RTOR Reduction (vph)	0	8	0	0	0	77	0	0	122	0	0	35
Lane Group Flow (vph)	82	894	0	92	424	108	93	1117	182	164	586	23
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	5.5	29.6		7.0	31.1	31.1	8.5	36.6	36.6	10.9	39.0	39.0
Effective Green, g (s)	5.5	29.6		7.0	31.1	31.1	8.5	36.6	36.6	10.9	39.0	39.0
Actuated g/C Ratio	0.05	0.30		0.07	0.31	0.31	0.08	0.37	0.37	0.11	0.39	0.39
Clearance Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	97	1032		123	578	491	150	1293	578	192	1378	616
v/s Ratio Prot	c0.05	c0.26		0.05	0.23		0.05	c0.32		c0.09	0.17	
v/s Ratio Perm						0.07			0.12			0.01
v/c Ratio	0.85	0.87		0.75	0.73	0.22	0.62	0.86	0.32	0.85	0.43	0.04
Uniform Delay, d1	46.9	33.4		45.7	30.8	25.5	44.2	29.4	22.8	43.8	22.4	18.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	45.6	7.8		21.7	4.8	0.2	7.4	7.8	1.4	29.0	1.0	0.1
Delay (s)	92.5	41.2		67.4	35.6	25.7	51.7	37.3	24.2	72.8	23.3	19.0
Level of Service	F	D		E	D	C	D	D	C	E	C	B
Approach Delay (s)		45.4			37.2			35.5			33.0	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX C – BUILDOUT YEAR 2040 INTERSECTION VOLUMES

Buildout Year 2040 AM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Acacia Ave/Compton Blvd	137	95	90	69	129	20	20	654	196	172	833	36
2	Willowbrook Ave (west)/Rosecrans Ave	21	107	11	161	155	41	14	960	25	52	1,302	176
3	Willowbrook Ave (east)/Rosecrans Ave	30	57	37	223	129	54	45	1,059	34	23	1,455	117
4	Willowbrook Ave (west)/Compton Blvd	19	94	10	0	174	72	22	682	71	0	927	37
5	Willowbrook Ave (east)/Compton Blvd	0	50	17	21	51	40	0	632	55	13	920	18
6	Willowbrook Ave (west)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
7	Willowbrook Ave (east)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
8	Douglas Dollarhide Dr/Compton Blvd	66	14	54	27	21	85	76	548	57	52	761	76
9	Alameda St (west)/Palmer St	32	573	28	54	885	15	20	23	30	131	53	191
10	Alameda St (west)/Compton Blvd	52	458	20	90	786	65	58	524	55	30	794	99
11	Alameda St (east)/Compton Blvd	36	160	37	69	255	11	19	582	33	28	871	51
12	Alameda St (west)/Myrrh St	66	411	24	52	751	83	60	272	52	57	437	78
13	Alameda St (east)/Myrrh St	12	97	12	27	251	107	66	262	29	9	467	21
14	Santa Fe Ave/Rosecrans Ave	217	420	67	116	782	171	79	728	258	84	1,073	81
15	Santa Fe Ave/Compton Blvd	112	446	129	81	1,056	70	43	495	160	203	864	141

Buildout Year 2040 PM Peak Hour Volumes

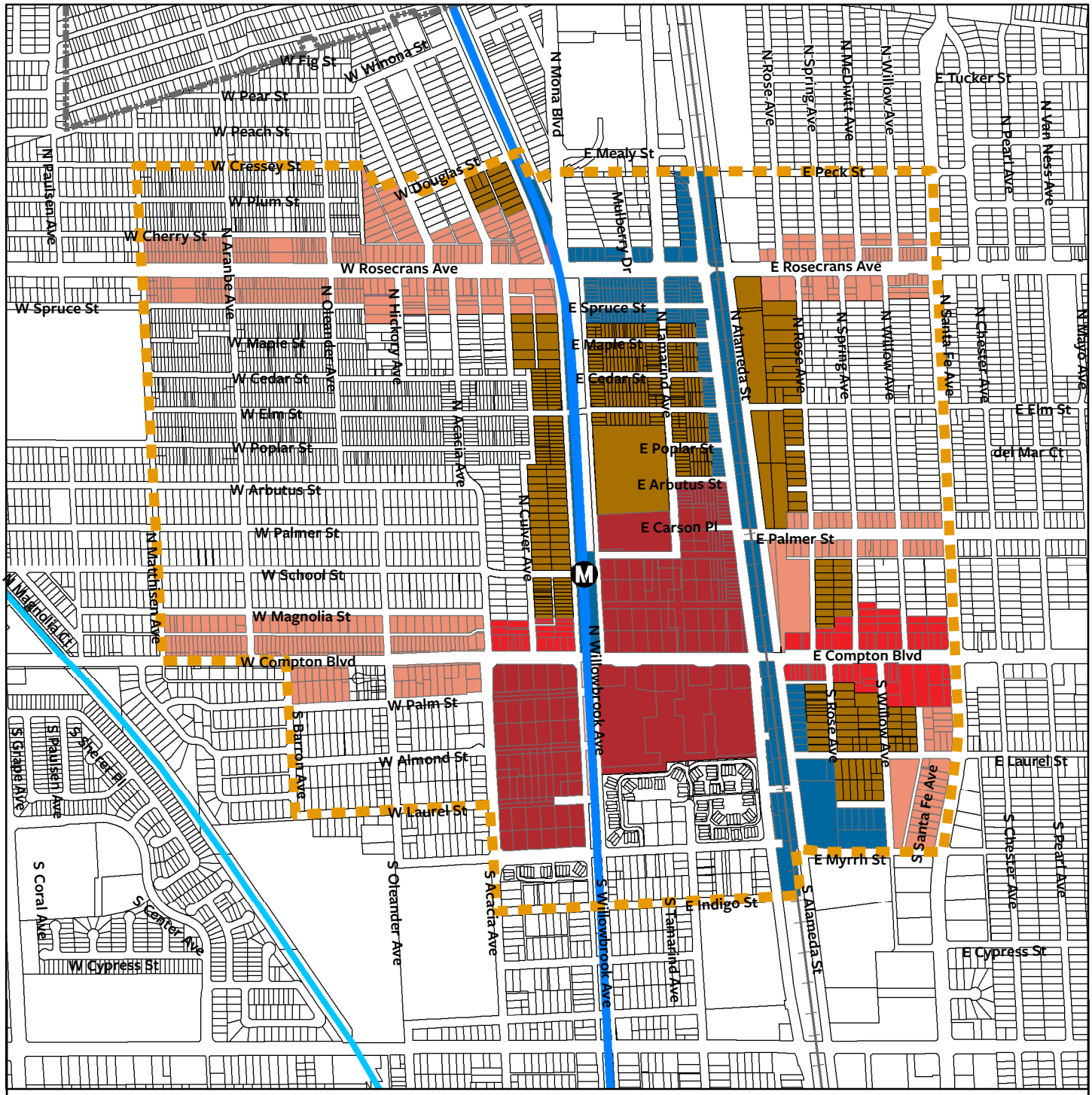
#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Acacia Ave/Compton Blvd	182	111	130	61	61	17	24	1,008	78	76	616	64
2	Willowbrook Ave (west)/Rosecrans Ave	36	161	20	103	103	30	24	1,464	24	25	842	143
3	Willowbrook Ave (east)/Rosecrans Ave	12	111	26	149	81	43	85	1,478	30	30	969	135
4	Willowbrook Ave (west)/Compton Blvd	14	135	15	0	127	51	38	1,078	49	0	683	71
5	Willowbrook Ave (east)/Compton Blvd	0	120	17	20	36	73	0	1,029	74	11	681	24
6	Willowbrook Ave (west)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
7	Willowbrook Ave (east)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
8	Douglas Dollarhide Dr/Compton Blvd	118	43	114	80	59	133	128	818	83	63	435	165
9	Alameda St (west)/Palmer St	28	862	82	57	751	11	37	22	30	95	27	90
10	Alameda St (west)/Compton Blvd	114	681	76	141	617	48	99	874	53	38	533	91
11	Alameda St (east)/Compton Blvd	32	171	71	47	142	12	21	1,047	19	14	615	25
12	Alameda St (west)/Myrrh St	26	716	45	82	579	57	110	499	54	27	189	98
13	Alameda St (east)/Myrrh St	19	164	26	25	112	27	83	532	12	3	270	23
14	Santa Fe Ave/Rosecrans Ave	195	696	110	115	441	99	110	981	202	105	766	80
15	Santa Fe Ave/Compton Blvd	106	842	229	134	478	67	88	947	87	85	489	139

Buildout Year 2040 With Project AM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Acacia Ave/Compton Blvd	165	143	108	83	194	24	21	556	216	190	709	40
2	Willowbrook Ave (west)/Rosecrans Ave	35	177	19	242	0	62	16	1,056	0	0	1,433	194
3	Willowbrook Ave (east)/Rosecrans Ave	0	0	0	235	323	57	59	1,165	85	58	1,601	123
4	Willowbrook Ave (west)/Compton Blvd	48	235	25	0	0	0	55	546	0	0	742	93
5	Willowbrook Ave (east)/Compton Blvd	0	0	0	53	128	100	0	506	138	33	736	0
6	Willowbrook Ave (west)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
7	Willowbrook Ave (east)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
8	Douglas Dollarhide Dr/Compton Blvd	165	21	135	68	32	213	190	439	143	130	609	190
9	Alameda St (west)/Palmer St	80	860	51	98	1,328	38	50	58	75	236	133	344
10	Alameda St (west)/Compton Blvd	63	596	21	108	944	78	87	420	66	36	636	149
11	Alameda St (east)/Compton Blvd	108	0	56	0	0	0	0	466	50	34	697	0
12	Alameda St (west)/Myrrh St	165	453	26	63	864	100	84	381	73	60	525	125
13	Alameda St (east)/Myrrh St	30	20	18	11	101	43	27	367	41	10	561	9
14	Santa Fe Ave/Rosecrans Ave	250	483	78	128	861	189	87	801	284	93	1,181	86
15	Santa Fe Ave/Compton Blvd	96	580	168	98	1,268	60	39	421	144	214	735	184

Buildout Year 2040 With Project PM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Acacia Ave/Compton Blvd	219	167	156	74	92	21	26	857	86	84	524	71
2	Willowbrook Ave (west)/Rosecrans Ave	60	266	33	155	0	45	27	1,611	0	0	927	158
3	Willowbrook Ave (east)/Rosecrans Ave	0	0	0	157	203	46	111	1,626	75	75	1,066	142
4	Willowbrook Ave (west)/Compton Blvd	35	338	38	0	0	0	95	863	0	0	547	178
5	Willowbrook Ave (east)/Compton Blvd	0	0	0	50	90	183	0	824	185	28	545	0
6	Willowbrook Ave (west)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
7	Willowbrook Ave (east)/Myrhh St	0	0	0	0	0	0	0	0	0	0	0	0
8	Douglas Dollarhide Dr/Compton Blvd	295	65	285	200	89	333	320	655	208	158	348	413
9	Alameda St (west)/Palmer St	70	1,293	148	103	1,127	28	93	55	75	171	68	162
10	Alameda St (west)/Compton Blvd	137	886	80	170	741	58	149	700	64	46	427	137
11	Alameda St (east)/Compton Blvd	96	0	107	0	0	0	0	838	29	17	492	0
12	Alameda St (west)/Myrrh St	65	788	48	99	666	69	154	699	76	29	227	157
13	Alameda St (east)/Myrrh St	48	33	39	10	45	11	34	745	17	4	324	10
14	Santa Fe Ave/Rosecrans Ave	225	801	127	127	486	109	121	1,080	223	116	843	84
15	Santa Fe Ave/Compton Blvd	91	1,095	298	161	574	57	80	805	79	90	416	181



Zoning

- City of Compton
- TOD Specific Plan Area
- Metro Line A (Blue)
- Alameda Corridor
- Compton Creek

- NC - Neighborhood Corridor
- DC - Downtown Core
- DT - Downtown Transition
- UF - Urban Flexible
- RU - Residential Urban

5 minute walk (1,200')

2 minute bike (1,760')

0 500 1,000 2,000 3,000 Feet

CITY OF COMPTON

COMPTON STATION

SPECIFIC PLAN

Public Hearing Draft - September 7, 2022



Metro

nextstopcompton.org

next stop COMPTON building a better downtown

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Chapter 1: Introduction

1.1 Introduction and Purpose

The Compton Station Specific Plan lays out a vision, regulations, and implementation plan to build a better Downtown Compton, making it into a world-class destination that all our residents can enjoy.

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 Specific Plan Location

Compton is a city of approximately 100,000 residents located 10 miles south of Downtown Los Angeles, between the I-110, I-105, I-710, and CA-91 freeways. 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 Metro A Line (Blue) provides all-day, frequent rapid transit access from two stations in the City, Compton and Artesia Stations, to the Los Angeles metropolitan area including Downtown Los Angeles, and Downtown Long Beach. It recently underwent a $1 billion refurbishment to improve speed, reliability, and customer experience.

The Compton Station Specific Plan Area encompasses 575.5 acres, encompassing roughly one half-mile buffer from Compton Station. The Plan Area is bordered by Matthisen Avenue to the west, Cressey Street, Douglas Street, and Peck Street to the north, Santa Fe Avenue to the east, and Myrrh Street, Indigo Street, Laurel Street, and Compton Boulevard to the south. The major thoroughfares within the Plan Area are Rosecrans Avenue, Compton Boulevard, Alameda Street, and Willowbrook Avenue, which runs through the middle of the Plan Area. Freeway access to the Plan Area is provided to I-110 by Compton Boulevard, to CA-91 by Alameda Street and Santa Fe Avenue, and to I-710 by Rosecrans Avenue.

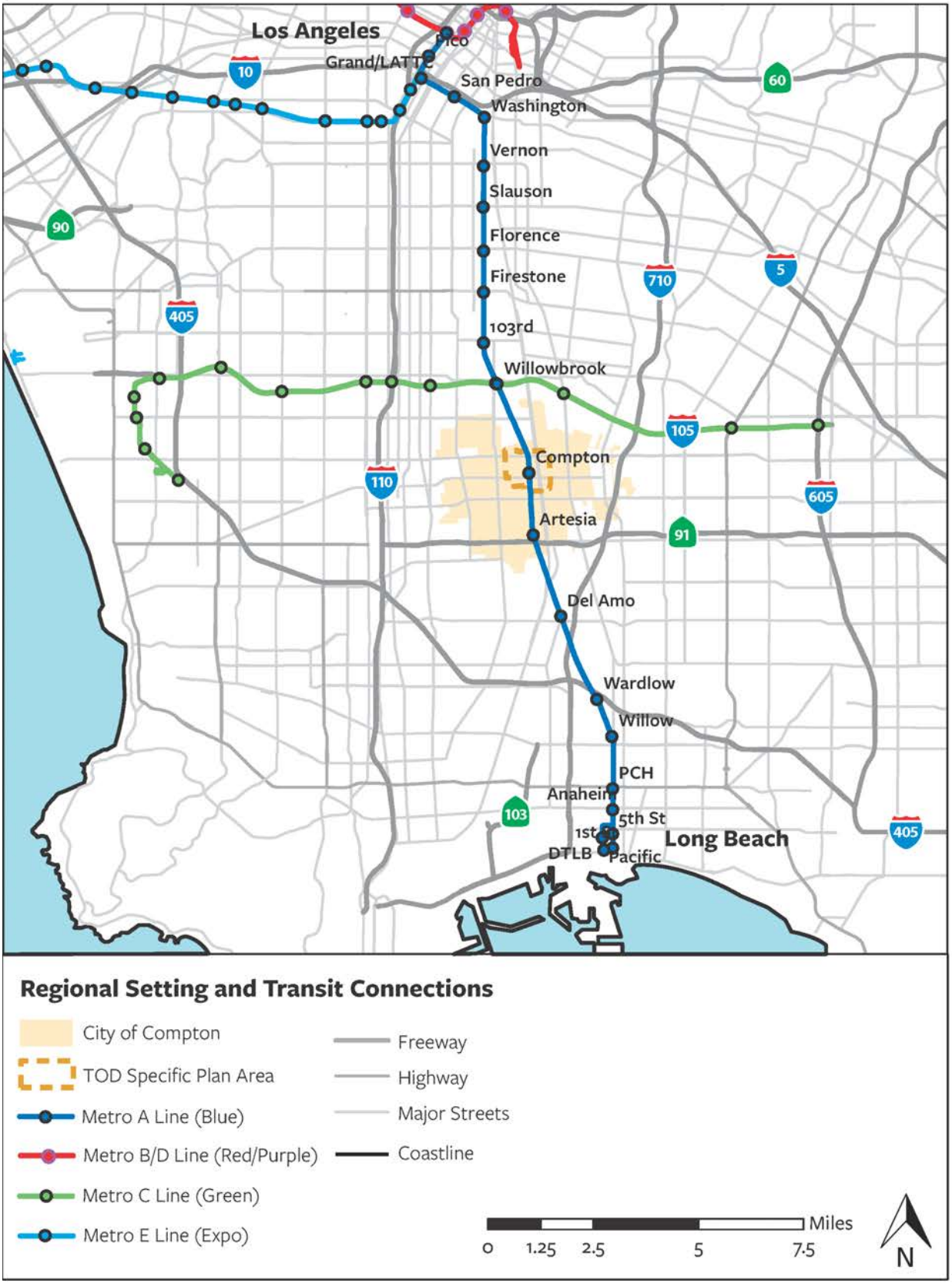


Figure 1-1. Regional Setting and Transit Connections.

1.3 Background and History

Compton is one of the oldest cities in Southern California, the eighth to incorporate. Being located within a day's walk of Los Angeles and Wilmington, and with connections to the Pacific Electric Long Beach Line along with Southern Pacific and Union Pacific freight rail lines in the early 20th century led to Compton being nicknamed the "Hub City". With a boom shortly after World War II, and a decline in the 70's and 80's, Compton has seen its share of ups and downs.





Compton Boulevard as seen in 1962 looking west from Alameda Street (left). Source: Compton (Images of America) by Robert Lee Johnson. The Renaissance Monument on Compton Boulevard (right) was dedicated to Dr. Martin Luther King, Jr. and Cesar Chavez in 2001 as a symbol of Black and Latino unity.

Despite its turbulent history, the City of Compton is a place that continues to inspire devotion and pride. The City has been an important venue for black political leadership with the election of Douglas Dollarhide as the first black mayor in California, Doris A. Davis as the first female black mayor in the United States, and Aja Brown becoming the youngest elected mayor in the state of California. The City is known globally as the center of West Coast Hip-Hop, and its high school basketball games are legendary. Famous people from Compton include:

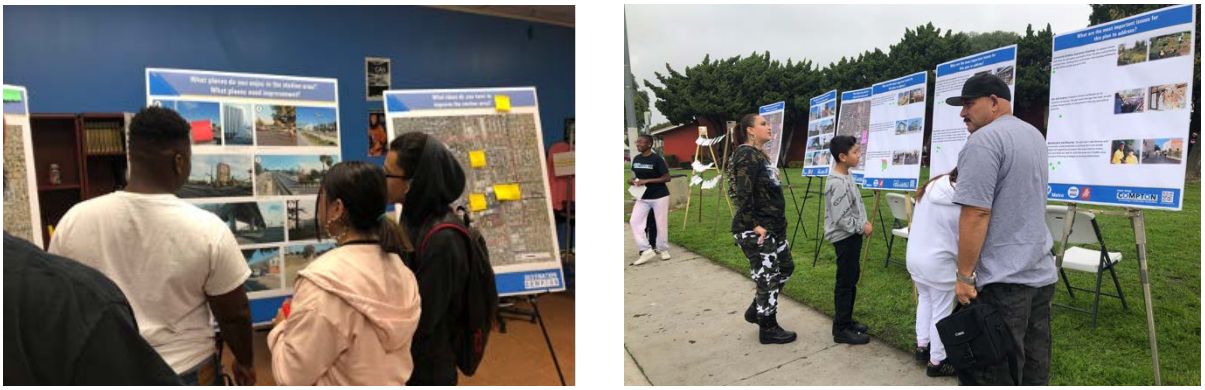
- Duke Snider, MLB Hall of Famer (Compton HS)
- William Hanna, cartoonist/animator, co-founder of Hanna-Barbera (Compton HS)
- Kendrick Lamar, rapper (Centennial HS)
- N.W.A., rap group: Eazy E, MC Ren, Ice Cube, Dr. Dre, Arabian Prince, DJ Yella
- Coolio, rapper
- Leslie Sykes, KABC-TV midday news anchor
- Larry Allen, Hall of Fame NFL player (Centennial HS)
- Tyson Chandler, NBA player (Dominguez HS)
- DeMar DeRozan, NBA player (Compton HS)
- Tayshaun Prince, former NBA player (Dominguez HS)
- Venus and Serena Williams, tennis players
- Ava DuVernay, film director/writer
- Richard Sherman, NFL player (Dominguez HS)
- Vince Staples, rapper

Recent years have opened new opportunities for Compton. The development of the Metro A Line (formerly Blue Line) in 1990 uses most of the former Pacific Electric Long Beach Line right-of-way, connecting Compton to Long Beach, Los Angeles, and beyond. The Compton Gateway Center, opened in 2007, has added more retail options to the city, building upon the existing Compton Renaissance Plaza. The completion of the Martin Luther King Jr. Transit Center in 2011 has increased the safety and connectivity of public transit, prompting new housing developments to be built in the station area and around the City. The City also has a brand new community center, the first Major League Baseball Urban Youth Academy, and the forthcoming Dr. Dre Performing Arts Center at Compton High School. The future has never looked brighter for The Hub City.

1.4 Community Outreach Process and Guidance

A key component of developing this Specific Plan has been engagement with and solicitation of input from the public. This consisted of workshops, stakeholder meetings, surveys (in-person and online), and information shared online via a website (www.nextstopcompton.org) and social media (@nextstopcompton on Instagram/Facebook).

Prior to the pandemic, some in-person outreach was conducted. Great comments from the City's youth and other music fans were collected at the Compton Open Mic Night on September 26, 2019, at Dollarhide Community Center. Another focus group meeting was held at Compton YouthBuild on September 30 of the same year. Surveys were collected during the 2019 Christmas parade. Finally, interviews were conducted with several community leaders, representing resident groups, the local creative community, business owners and property owners.



Pre-pandemic outreach activities at Compton Youth Build (left) and the Christmas parade (right).

The early outreach process confirmed a vision that Compton deserves to have a great downtown, one which reflects the values of the community and the contributions the city and those hailing from there have made to the larger world. Those values which should be reflected were:

- Brother's Keeper: Compton is a family-oriented community where people look out for each other.
- Compton Proud: Compton is proud of its unique and historic community.
- Hub of Culture: Compton creates culture that spreads worldwide, yet contributes to the city.
- Building the Future: Compton invests in educational, artistic, recreational, and career opportunities for its youth.

The public also ranked its priorities for the downtown, which were in order of most to least important:

1. Maintenance and Security
2. Housing
3. Retail Amenities and Entertainment
4. Community Gardens and Urban Greening
5. Pedestrian and Bicycle Mobility
6. Arts and Culture
7. Quality Job Creation

Although arts and culture and job creation ranked lower than other topics, stakeholder interviews revealed that community leaders believed that the cultivation and celebration of culture could be a key ingredient to achieving many of the other objectives of the plan.

In April 2020, during the COVID-19 pandemic, the City and consultant team organized a virtual workshop consisting of an explanatory video, with questions posed by community stakeholders, and an accompanying survey. The purpose of this workshop was to evaluate different features of three alternatives (the Cultural Alternative, the Greening Alternative, and the Commercial Alternative) for the downtown area. Meetings were also held with the Stakeholders Advisory Committee, Planning Commission and City Council in 2020 to receive feedback on these three alternatives. The ultimate Downtown Urban Design Framework (Section 2.3) is based on this feedback. An additional Stakeholders Advisory Committee meeting was also held in summer 2020 to review the zoning, mobility strategy, and equity-focused initiatives.

The draft Specific Plan was reviewed by the Stakeholders Advisory Committee in April 2022; the Plan was then made available to the public for review with the Program Environmental Impact Report. A final virtual public workshop was held to gather the community's feedback, support, and concerns prior to hearings with the Planning Commission and City Council.

Throughout the process, the Next Stop Compton social media accounts allowed the community the opportunity to follow the progress of the plan in real time, express their excitement, hopes, desires and fears for the development of Downtown Compton.

1.5 Goals and Policies

Vision: In order to **build a better downtown, transforming it into a world-class destination that all our community can enjoy,** the Specific Plan sets out a suite of actions organized under six goals, which derive closely from the values and priorities expressed by the community.

Goal #1: An economically active and vibrant station area which attracts investment and provides quality amenities to the community.

Policy 1.1: Establish zoning and development standards which encourage new higher density housing and mixed-use development in commercial portions of the station area (see Chapter 3).

Policy 1.2: Allow development of appropriate uses, including multi-family housing, by-right (see Chapter 3).

Policy 1.3: Encourage the development of sit-down restaurants and other retail amenities strongly desired by the public. Provide favorable development standards for these uses, such as allowing outdoor dining and reducing parking requirements (see Chapter 3 and Section 4.7).

Goal #2: A safe and well-maintained Downtown where people enjoy public space.

Policy 2.1: Establish a business improvement district to maintain, clean, promote and provide security for the Downtown (see Section 7.2).

Policy 2.2: Create a range of comfortable and attractive publicly-accessible open spaces in large developments in the Downtown (see Chapters 2 and 7, Sections 3.3, 4.14, 4.15).

Policy 2.3: Ensure a mix of uses and orient structures to encourage widespread daytime and nighttime use of public spaces (see Chapter 4, Sections 3.3, 3.4, 3.8, 3.9).

Policy 2.4: Encourage new buildings to be multi-story to increase “eyes on the street” and to provide opportunities for increased residential density (see Section 3.3).

Policy 2.5: Enforce design standards which require appropriate levels of lighting, and avoid blank walls and other underutilized spaces (see Sections 3.8, 4.12).

Policy 2.6: Design streets that are intended for pedestrian activity and low vehicle speeds (see Chapter 5).

Policy 2.7: Address the safety of streets and intersections, including the intersections located along the Metro A Line and Alameda rail corridors (see Chapter 5).

Policy 2.8: Avoid dead spaces (hidden areas) that cannot be seen from the street, storefronts, or residences (see Section 3.8).

Goal #3: A built environment and programming which reflect the history, creativity, and excellence of Compton.

Policy 3.1: Construct, maintain and consistently renew the Compton Walk, the primary pedestrian network which connects all major open spaces and is experienced as a journey through cultural

Compton, with places and elements for history and the arts (see Sections 2.7, 4.14, 4.15, 5.3, 7.4).

Policy 3.2: Program cultural events, such as farmers markets, fairs, and concerts, in publicly-accessible open spaces in Downtown (see Section 7.2).

Policy 3.3: Work with partners to establish a cultural center in the station area (see Sections 2.4, 7.3, 7.4).

Policy 3.4: Engage the broader community to develop a museum or other destination venue that showcases field(s) in which the Compton community has excelled (see Sections 2.4, 7.3, 7.4).

Policy 3.5: Direct a portion of project development costs to public art or artistic facilities (see Section 3.10).

Policy 3.6: Create an Arts Commission for the City (see Section 7.4).

Goal #4: A station area which promotes good pedestrian routes and provides calm and attractive networks for pedestrians and bicycles.

Policy 4.1: Improve first/last mile access to the Metro A Line (Blue) Compton Station with additional infrastructure and programs that support walking and biking (see Chapter 5).

Policy 4.2: Create a hierarchy of streets supportive of different modes of transportation, and develop infrastructure for those modes of transportation along the appropriate streets (see Section 5.2).

Policy 4.3: Reconfigure Willowbrook Avenue to reduce safety concerns, improve wayfinding and add low-stress bicycle facilities (see Sections 2.8, 5.4).

Policy 4.4: Develop a greenway on Alameda Street East for recreational/exercise and transportation uses (see Sections 2.9, 5.5).

Policy 4.5: Reduce minimum parking requirements to encourage station area residents to travel less by car (see Chapter 3, Section 5.15).

Policy 4.6: Use existing and new parking structures to create a shared parking district where residents, employees and visitors can park once and circulate around Downtown on foot (see Section 5.14).

Goal #5: Adequate and affordable housing that enables the residents of Compton to remain in the community for the long-term.

Policy 5.1: Make publicly-owned land available for affordable housing development, and pursue development which maximizes the amount of affordable housing produced on those sites (see Section 7.3).

Policy 5.2: Provide by-right development incentives for the development of affordable housing and other public benefit projects (see Section 3.12).

Policy 5.3: Create zoning and development standards which encourage the private production of quality market-rate housing which retains people who grew up in Compton and nearby communities and want to stay (see Chapter 3).

Goal #6: Increased opportunities for Compton residents to create and grow local businesses.

Policy 6.1: Recognize and strengthen Compton as a place where music, art, and entertainment is produced and exhibited to the community and wider world, and support the economic development of local residents engaged in this industry (see Sections 2.2, 2.6, 2.7, 3.10, 4.15, 7.4).

Policy 6.2: Develop an innovation hub which provides amenities and tools for Compton's digital media producers (see Section 2.6).

Policy 6.3: Explore the opportunity to create a food incubator or other workforce or small business development facility at the corporate yard or other City facility inside the station area (see Section 2.9).

Policy 6.4: Encourage new commercial developments to set aside space for local small businesses and non-profit organizations (see Section 3.12).

Goal #7: Urban design which reinforces the vision and goals of the Specific Plan.

Policy 7.1: Build the Compton Walk as a network of sidewalks and public spaces which provide a high degree of comfort and activation for the pedestrian (see Sections 2.7, 4.14, 4.15, 5.3, 7.4).

Policy 7.2: Require large private developments along the Compton Walk to build publicly-accessible, active, and culturally expressive plazas (see Chapter 3, Section 4.15).

Policy 7.3: Widen sidewalks and buffer sidewalks from vehicular lanes with increased street tree canopy, on-street parking, and bicycle facilities where feasible (see Chapter 5).

Policy 7.4: Require ground-floor building frontages which engage and are transparent to the street and encourage the removal of any blank walls in the station area (see Section 3.8).

Policy 7.5: Encourage outdoor seating along sidewalks and in open spaces (see Section 4.7).

Policy 7.6: Implement design standards and guidelines to ensure that high-density development is livable and attractive (see Chapters 3, 4).

Policy 7.7: Encourage the creation of green and solar roofs (see Chapter 3, Section 4.10).

Policy 7.8: Provide appropriate accent lighting on buildings and landscaping to increase nighttime visual interest and activity (see Section 4.12).

1.6 Specific Plan Organization

The Specific Plan is organized in seven chapters. Beyond this **Chapter 1 (Introduction)**, the document is organized in the following manner:

Chapter 2 (Urban Design Framework) presents the master plan/vision for the Compton Station Specific Plan area, with a particular focus on the area designated as "Downtown Compton," along Compton Boulevard between Acacia Avenue and Santa Fe Avenue.

Chapter 3 (Zoning, Development and Design Standards) presents regulatory standards for real estate development in the Specific Plan area. The standards regulate both the physical form and use of property.

Chapter 4 (Design Guidelines) presents guidelines to be used in the design review of projects in the Specific Plan area, including arts and cultural projects.

Chapter 5 (Mobility, Parking and Street Standards) contains both conceptual design and regulatory standards for mobility networks in the Specific Plan area, including modifications to current street right-of-ways and the creation of new streets and passageways.

Chapter 6 (Infrastructure) contains an analysis of the infrastructural needs of the area to accommodate the Specific Plan.

Chapter 7 (Implementation) highlights major activities that the City and community can undertake to realize the plan vision and identifies procedures and funding sources.

All of the Specific Plan chapters are relevant and applicable to projects and actions within the Specific Plan area. However, for expediency, Figure 1-2 below highlights the most relevant sections for different users of the Plan with the abbreviation "MR."

Key Specific Plan Chapters by User Group					
Chapter	Plan Adopting Authority or Community Member	Property Owner/Developer		Project Review Authority	City Operating Dept (non-Planning)
		Downtown/ Major Site	Other		
1 (Introduction)	MR			MR	
2 (Urban Design Framework)	MR	MR		MR	MR
3 (Zoning, Development and Design Standards)		MR	MR	MR	
4 (Design Guidelines)		MR	MR	MR	
5 (Mobility, Parking and Street Standards)		MR		MR	MR
6 (Infrastructure)				MR	MR
7 (Implementation)	MR				MR

Chapter 2: Urban Design Framework

2.1 Introduction and Purpose

This chapter describes the Urban Design Framework for the Compton Station area. The Urban Design Framework translates the community vision and Specific Plan Goals and Actions (Section 1.5) into a physical master plan for the development of the Compton Station area to be executed through public and private real estate development projects, and public infrastructure projects. It represents a vision for Compton Station area in 2040, the planning horizon year for this project.

The contents of this chapter are to be interpreted as strong guidelines for all implementing projects. Some flexibility may be warranted as circumstances and conditions change; however, implementation of the key concepts of this Urban Design Framework is critical to ensuring a cohesive, functional, and vibrant Compton Station area.

2.2 Specific Plan Area Planning Districts and Land Use Growth Projections

Figure 2-1 defines the planning districts of the Compton Station Specific Plan area. These districts express the overall structure of the Specific Plan area and represent areas with a common character.

The Civic Center, Commercial Core, and Historic Core districts together make up the historic and future Downtown Compton. The Urban Design Framework for Downtown Compton and its component districts is described in detail in the sections that follow.

Growth projections were created for the purposes of environmental, infrastructure, and transportation analysis. These were determined by consulting the project's market study, recent development trends taking place in the Specific Plan area, and the desire to achieve a critical mass of development that could implement the Urban Design Framework and bring vibrancy and safety to the area. In total (entitled + future entitled projects), growth during the 2022-2040 period is projected to be:

- 2,468 residential units (1,676 market-rate and 792 affordable)
- 137,000 square feet of office/institutional space
- 150 hotel rooms

Total retail space is projected to decline by 25,000 square feet. The projected decline reflects an intended recycling of some large-format, big box stores with mixed-use development and inline stores and restaurants which occupy a much smaller footprint. Despite the square footage decline, the quality, variety, and quantity of retail sales is anticipated to increase markedly.

These growth projections include the development entitled by the 501/601 E. Compton Boulevard Specific Plan, which was adopted in June 2021. As described in Section 2.6, this project is comprised of 290 residential units (232 market-rate and 58 affordable), 14,000 square feet of retail space, and a 40,000 square foot innovation hub office space.

Future entitlement growth projections, analyzed by the environmental analysis accompanying this Specific Plan, are expected to be:

- 2,178 residential units (1,444 market-rate and 734 affordable)
- 97,000 square feet of office/institutional space
- 150 hotel rooms
- -39,000 square feet of retail space

Figure 2-2 and Figure 2-3 describe how this growth is anticipated to be distributed across the Specific Plan area. While it is anticipated that growth during the planning period will be concentrated in the Downtown districts, it is impossible to predict the exact location and extent of growth that will result from the Specific Plan because the majority of land and growth is planned for land which is under private control.

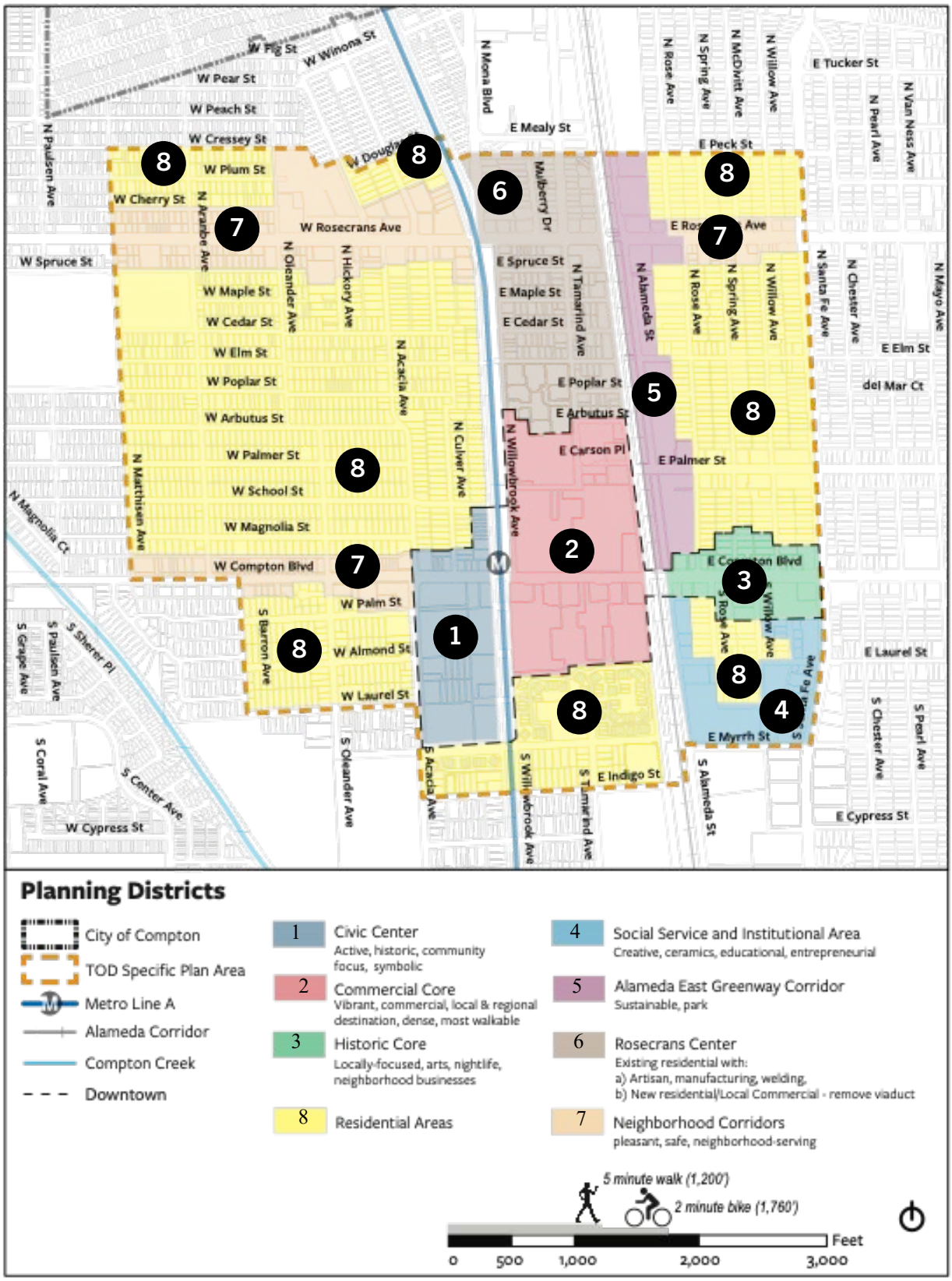


Figure 2-1. Planning Districts.



Figure 2-2. Land Use Growth Projections.

		Change in Land Uses				
Land Use Growth Projections	Public/ Institutional	Residential Market Units	Residential Affordable (units)	Retail ('000s) (sf)	Office ('000s) (sf)	Hotel (rooms)
Key Sites						
1. Renaissance Center	N	570	30	(45)	97	
2. Civic Center	Y		150	10		150
2. Towne Center	N	570	30	(18)		
3. 409 N. Alameda St. W	Y		106	4		
4. 398 N. Willowbrook Ave. E	Y		77			
5. 117-215 N. Willowbrook Ave. W	N	26	1			
6. 458 S. Alameda St. E	Y		90			
7. 600 N. Alameda St. E	Y		78			
8. 501/601 E. Compton Bl. (PREVIOUSLY ENTITLED)	N	232	58	14	40	
Total Key Sites		**1,398**	**620**	(35)	**137**	**150**
Other Opportunity Districts						
A. Compton Bl, north side, Acacia to Willowbrook	N	72	3			
B. Compton Bl, both sides, east of Alameda	N	76	4	10		
C. Rosecrans Av, north side, west of Willowbrook	N	15				
D. Rosecrans Av, south side, west of Willowbrook	Y		80			
E. Willowbrook Av W	N	43	2			
F. Rosecrans Center district	N	43	2			
G. Santa Fe/Laurel, NW corner	N	29	1			
H. Santa Fe, Laurel to Myrrh	Y		80			
Total Opportunity Districts		**278**	**172**	**10**		
TOTAL		**1,676**	**792**	(25)	**137**	**150**

Figure 2-3. Land Use Growth Projections Calculations.

District Descriptions

Civic Center

The Compton Civic Center is the political and symbolic heart of the City, in part because it is a product of and testament to achievements of the African-American community in Compton. Under this Plan, it will be strengthened in those roles as it invites the community and visitors in with new uses such as a hotel/cultural center, and small retail.





Commercial Core

The Commercial Core consists of two large shopping centers located in the heart of Downtown Compton and immediately proximate to the Metro station. This area, which was the original center of the city, will again become the most vibrant and active district in the region with improved restaurant, shopping and entertainment options, open space, housing, and offices in a new walkable urban pattern.





Historic Core

The Historic Core is located along a stretch of Compton Boulevard which retains more of its original built character as a pedestrian-friendly main street. This area is envisioned as a more locally-focused downtown district providing opportunities for entrepreneurs and small businesses, including arts uses.





Right photo credit: Stan Kaady.

Social Service and Institutional Area

This area features a concentration of educational, community services and religious uses, mostly oriented toward Santa Fe Avenue. The Plan envisions strengthening connections between these uses and new affordable housing and park or community garden uses located at the City Yard at 458 S. Alameda St. E. Large parking lots and vacant land also provide opportunities for community-serving development.





Alameda East Greenway Corridor

This district, currently occupied mostly by public uses and a wide, underutilized street, is envisioned overtime to become a green residential and educational corridor connected to Downtown Compton by a pedestrian and bicycle greenway replacing Alameda Street East. This district also includes Wilson Park, the only park within the generally park-poor Specific Plan area. This park is well used and includes a skate park, picnic tables, basketball courts, playground, and an indoor recreation center.





Rosecrans Center

This district is located north of the Commercial Core between Willowbrook Avenue and Alameda Street. Bisected by the Rosecrans Avenue viaduct, it is a mix of residential and industrial uses heavily impacted by industrial pollution, noise, vehicle emissions, pedestrian barriers, and poor infrastructure quality. As Downtown Compton gains strength as a center of cultural production, however, this area could receive additional interest from artisans and artists, small-scale local manufacturing with limited hours of operation, live/work development, and housing. Vacant and underutilized properties along Rosecrans Avenue present nearer-term opportunities for development.





Neighborhood Corridors

The Plan defines neighborhood corridors along Rosecrans Avenue west of Willowbrook Avenue and east of Alameda Street, and along Compton Boulevard west of Acacia Avenue. These are older strip commercial corridors with residential uses behind the mostly narrow commercial parcels. Occasional residential uses are also interspersed along the corridors. Despite high vacancies, particularly in the western portion of Compton Boulevard and the eastern portion of Rosecrans Avenue, parts of these corridors have good "bones," with a walkable street pattern and buildings that meet the street.

The neighborhood corridors are envisioned to become pleasant, safe, and walkable corridors, combining local-serving retail with three story multifamily residential uses.





Residential Areas

The Compton Station Specific Plan's residential areas are densely populated single- and multi-family neighborhoods. The Specific Plan envisions few changes to these residential areas; however, they will benefit from greatly increased access to services, jobs and destinations present in the Downtown.





2.3 Downtown Vision and Urban Design Framework

The vision for the Compton Station Specific Plan is to build a better downtown, transforming it into a world-class destination that the whole Compton community can enjoy. The physical framework for creating this world-class destination was guided by the following principles:

- Increase the density of development in Downtown to enable new investment, provide more customers for businesses, and create an active and vibrant center of the City
- Prioritize access to and convenience of public transit, pedestrian, and bicycling access to accommodate growth in the most sustainable fashion possible
- Activate the public realm, and create new open spaces on privately-owned land in order to enable secure and well-maintained urban environments that are open to the entire community
- Create outdoor public spaces for different kinds of activities and events, including cultural events and large gatherings
- Develop a framework for unique expressions of Compton's culture, history, and creativity.

Figures 2-4 and 2-5 portray the Urban Design Framework for Downtown Compton. The Downtown will consist of three unique districts (Civic Center, Commercial Core and Historic Core) linked to each other and to Metro through the Compton Walk. Each of these districts, and the Compton Walk, are described in detail in the sections that follow.

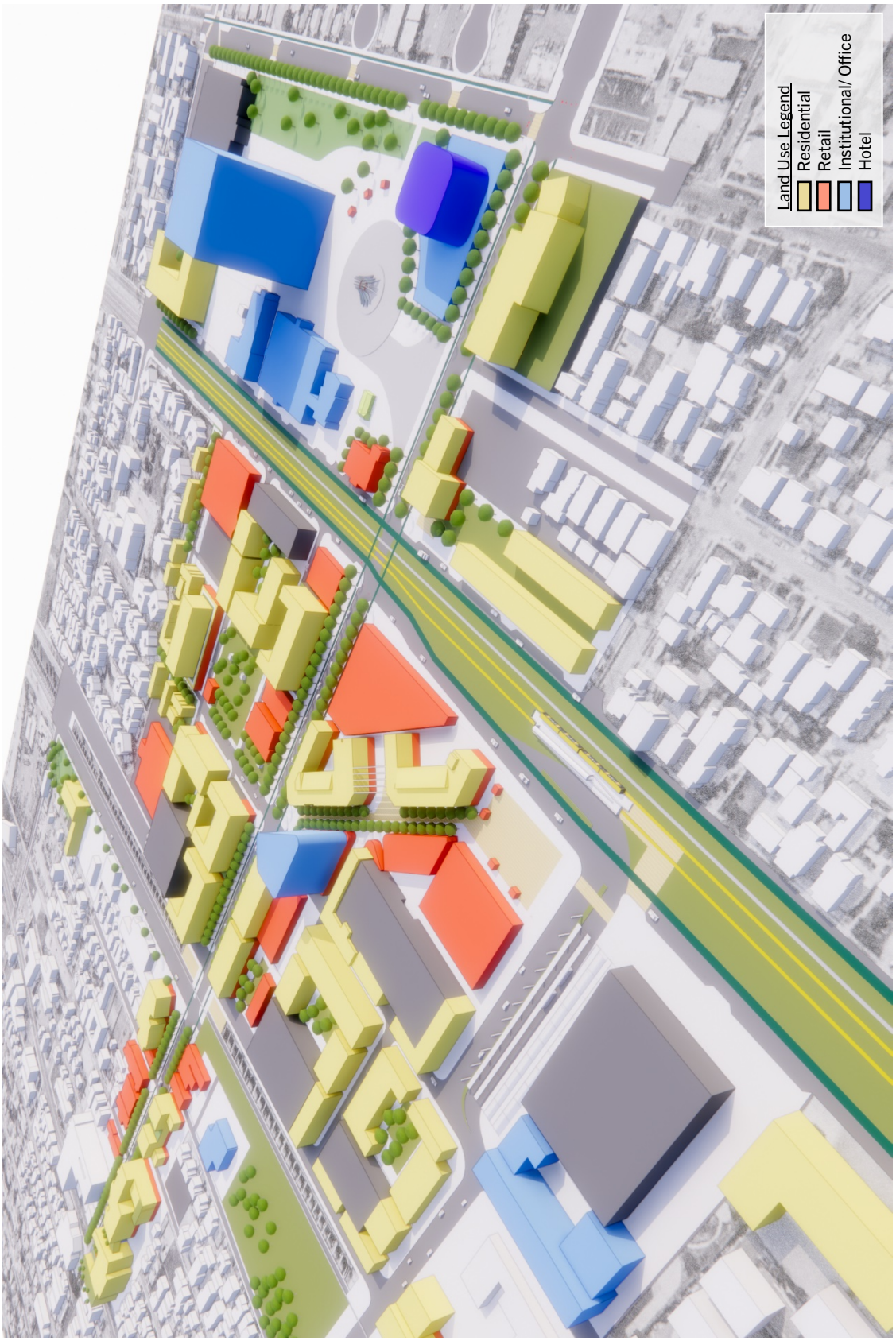


Figure 2-4. Urban Design Framework Axonometric View.



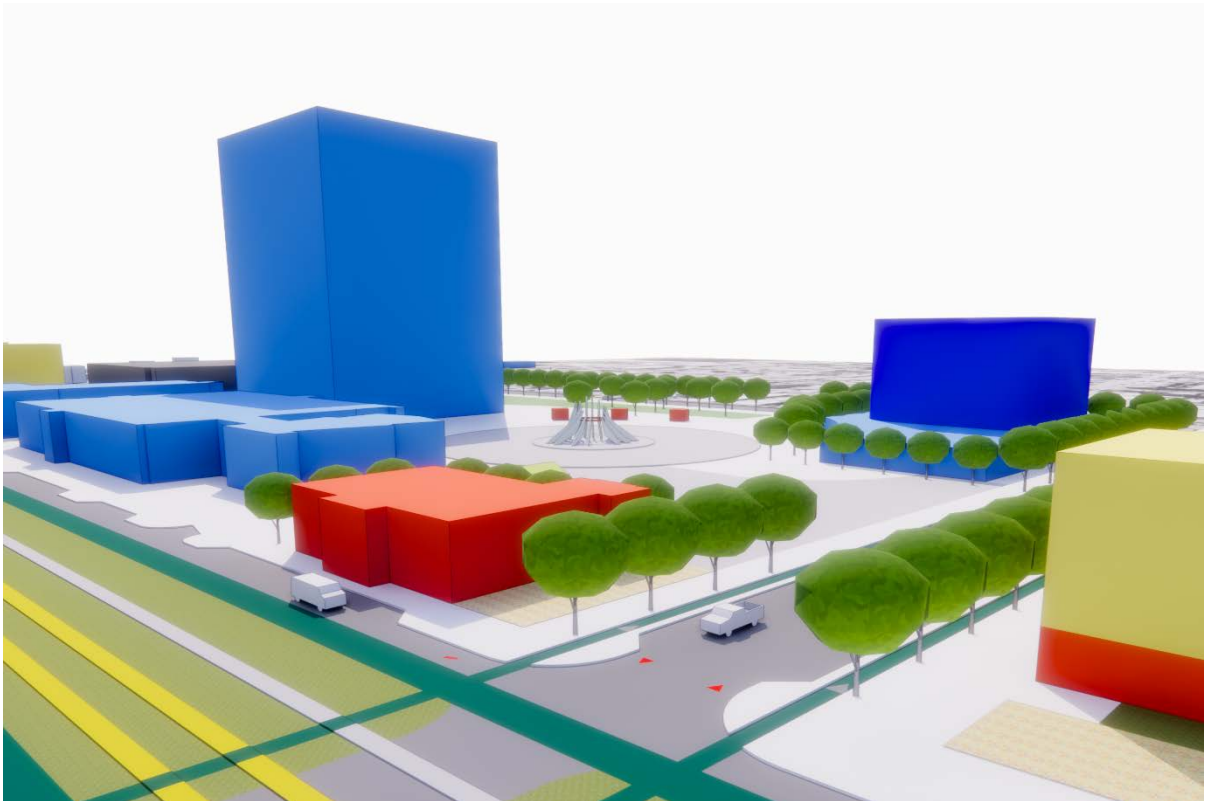
Figure 2-5. Urban Design Framework Plan View.

2.4 Civic Center

The Compton Civic Center was completed in 1977 based on a design by African-American architect Harold L. Williams. Its ten-story Courthouse and large ceremonial plaza with a monument to Martin Luther King, Jr. are iconic in the City and hold great symbolic value in recognition of Compton's role in achievements of the African-American community. Despite this important symbolic value, however, the day-to-day experience in the MLK Plaza and other Civic Center open spaces is isolating due to the extremely small numbers of people who use the spaces on a regular basis.

In order to activate the Civic Center and strengthen its role as the symbolic heart of Compton, the Specific Plan envisions a mixed-use district focused on an MLK Plaza activated by new uses, including a cultural center and hotel, coffee kiosks and restaurants, and which plays host to large events, such as concerts, demonstrations, and public celebrations. The southern portion of the Civic Center feeds this focal plaza with shared parking and neighborhood park space.






Land Use Legend
Residential
Retail
Institutional/ Office
Hotel



Figure 2-6. Civic Center Plan and Key Features.

Key Features:

1. Martin Luther King, Jr. Memorial Plaza programmed and equipped for large events such as concerts, demonstrations, and public celebrations.





Source: The Heron Downtown (right).

2. Coffee/restaurant kiosks, authorized vendors, trees, and seating added around the plaza to create a more human-scaled environment that draws people outside at different times of the day.





Source: Gary Coronado, Chron (left). Street Furniture Australia (right).

3. Potential adaptive reuse of the historic Post Office building into a more active use (such as restaurant) which helps provide a gateway and define an entry plaza into the Civic Center.

4. New library/cultural center/museum with hotel serving as an attraction for local, regional, national, and/or international tourism and a marked gateway to the Compton Walk.



New hotel, residential and retail development containing the Universal Hip-Hop Museum in South Bronx, NY. Source: L+M Development Partners.

5. Heritage House relocated to more accessible site.

6. The City will explore converting the Courthouse parking garage to shared parking, using excess daytime and nighttime capacity to accommodate the parking needs of the hotel, City Hall public meetings, and Dr. Dre Performing Arts Center events in the long term future.

7. Strengthened neighborhood connections across Acacia Avenue, including improved crossings, narrowing of street and addition of a playground or other park-like amenity in Civic Center.

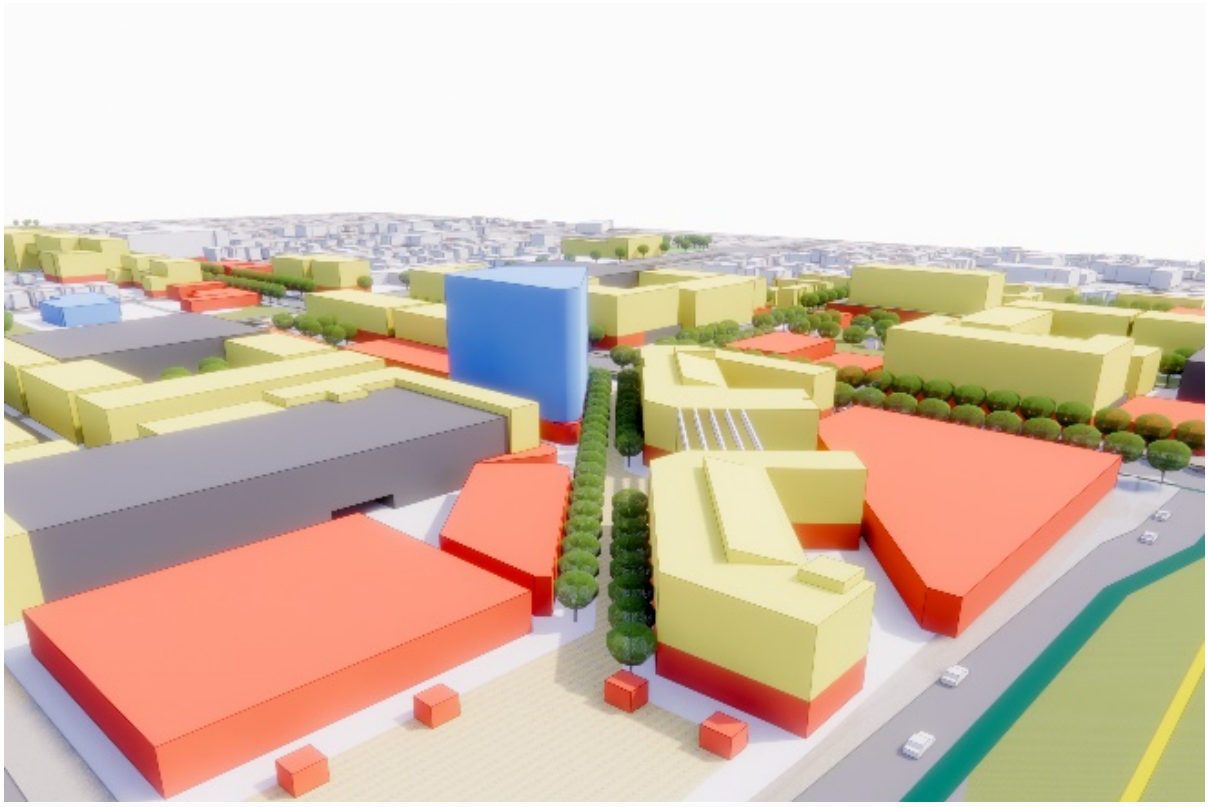
8. Connection to Compton High School and Dr. Dre Performing Arts Center.

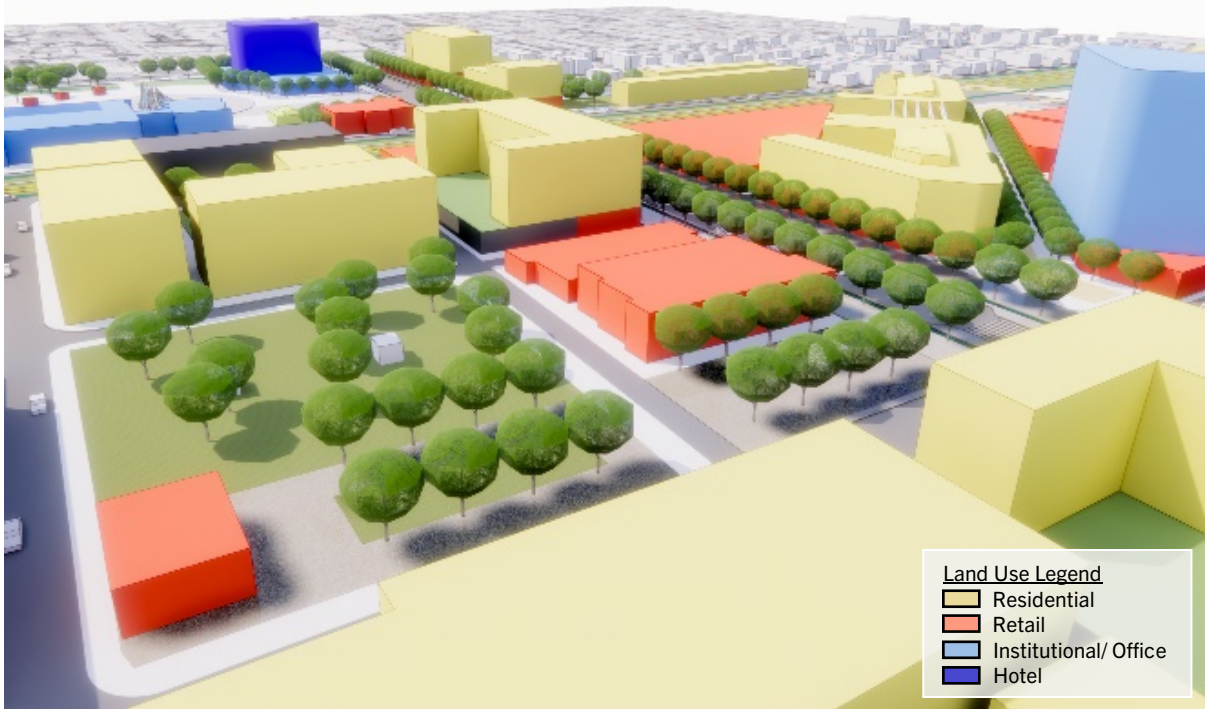
9. Improved streetscape, parking, and bike lanes on Willowbrook Avenue (see section 2.8)

2.5 Commercial Core

Located at the Metro station and in the heart of Downtown Compton, the Commercial Core is intended to be the most dense and vibrant area of the City. This 33-acre area, currently occupied by two large shopping centers, Compton Renaissance Plaza and Compton Towne Center, is envisioned to transform over time into an active urban district and unique destination within the South Los Angeles and Gateway Cities area. The Commercial Core would continue to serve the majority of Downtown Compton's retail needs, but would arrange them along Compton Boulevard and a diagonal paseo/pedestrian mall to accentuate walkability and transit orientation and concentrate people for added safety and vibrancy. The retail uses are supplemented by upper-floor and adjacent residential units, which add eyes on the street and create the development feasibility needed to execute the project, as well as open space, structured parking, and office/institutional uses as possible.






Land Use Legend
Residential
Retail
Institutional/ Office
Hotel

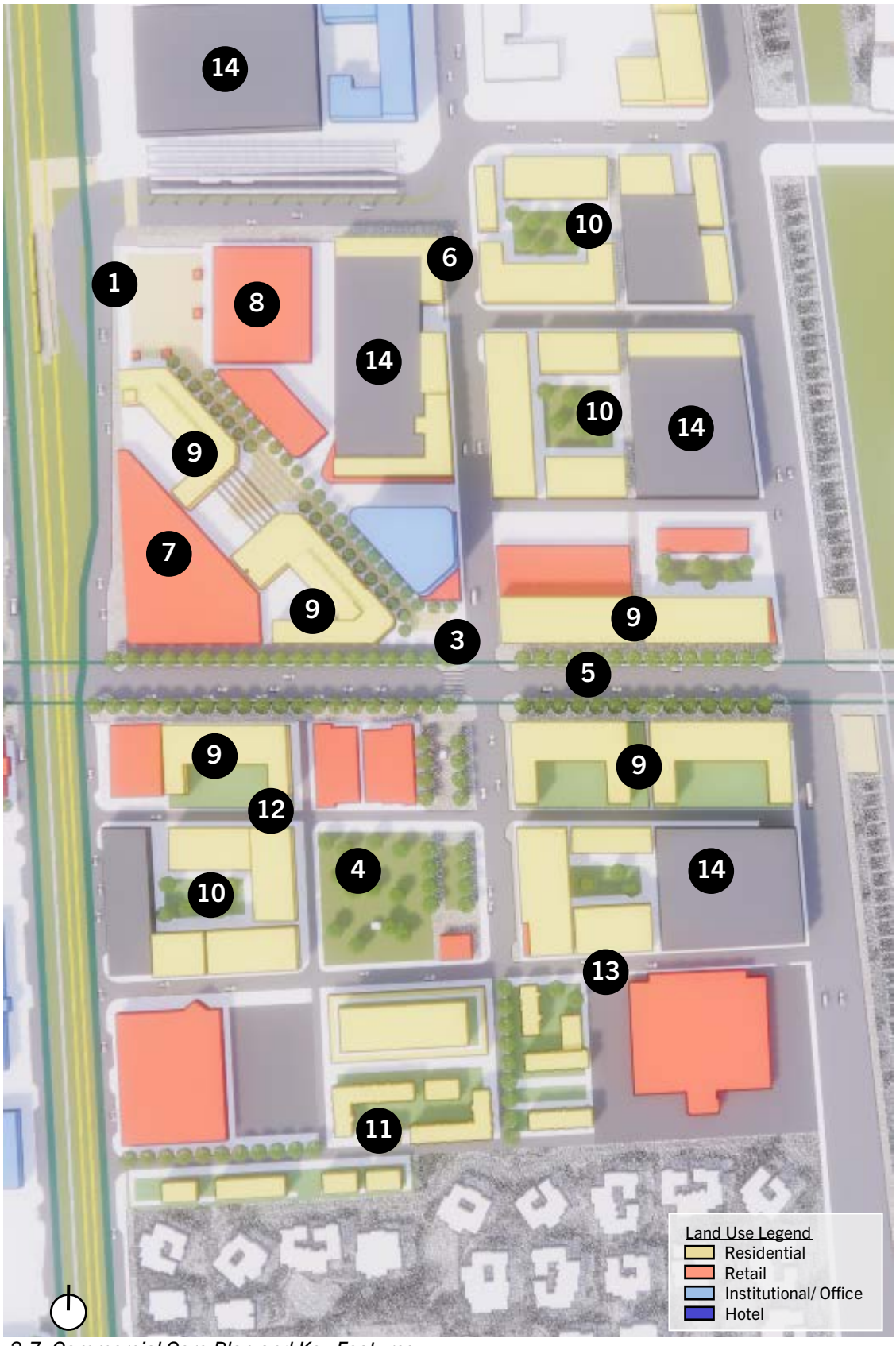


Fig. 2-7. Commercial Core Plan and Key Features.

Key Features:

1. Metro Plaza serving as an arrival gateway to downtown, sized for events such as farmers' markets, and connected to Metro station through raised crossings.




Metro Plaza (left) and raised crossing example (right).

2. Pedestrian Mall connecting the Metro station to the City Focal Intersection and flanked by active retail uses.




3. City Focal Intersection at the confluence of Compton Boulevard, Tamarind Avenue and the Pedestrian Mall with entry plaza, high visibility crosswalk, and potential location for unique tower architecture.

4. Compton Central Park providing flexible, passive space for residents and the general public.





5. New, widened streetscape along Compton Boulevard with street-fronting retail, improved lighting, outdoor dining, etc.

6. Extension of Tamarind Avenue south from realigned Carson Place/Palmer Street to new Almond Street (#13).

7. Entertainment anchor such as live or movie theater, music venue or nightclub with forecourt plaza.

8. Grocery or Big Box anchor connected to Parking Structure.



At-grade and above-grade connections from parking structures to big-box stores. Source: Google Maps.

9. Mixed-use buildings (residential or office over retail) along Compton Boulevard and key retail frontages.





10. Urban residential blocks with open space and concentrated parking.

11. Medium-density residential typologies adjacent to lower-density Country Club Drive community.

12. Alleys and new streets creating a finer-grained network of blocks.

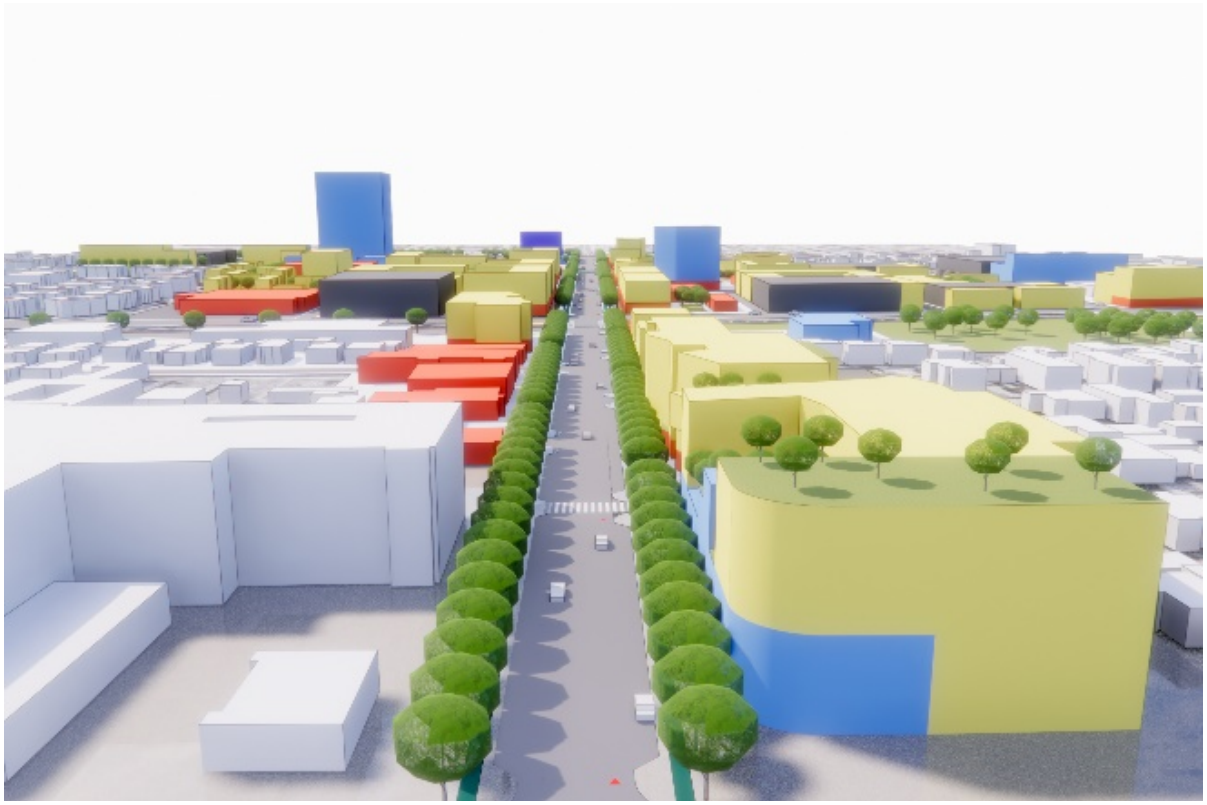
13. New Almond Street located at front of current Compton Towne Center retail buildings, allowing for some retail buildings to be retained, with surface parking if needed.

14. District Parking Network with shared structures for retail customer/employee parking and residential parking if necessary. Structures sited and oriented to facilitate ingress and egress onto Alameda Street.

2.6 Historic Core

Located east of Alameda Street, the Historic Core is the only portion of Compton Boulevard within Downtown Compton which retains more of its early- and mid-20th century character as the main street of the community. This area is envisioned to be a more locally-focused downtown district, where creative and entrepreneurial Compton residents can find a home. The previously entitled Compton Innovation Hub, located at the east end of this district, will serve to strengthen this emphasis on creativity and entrepreneurship.





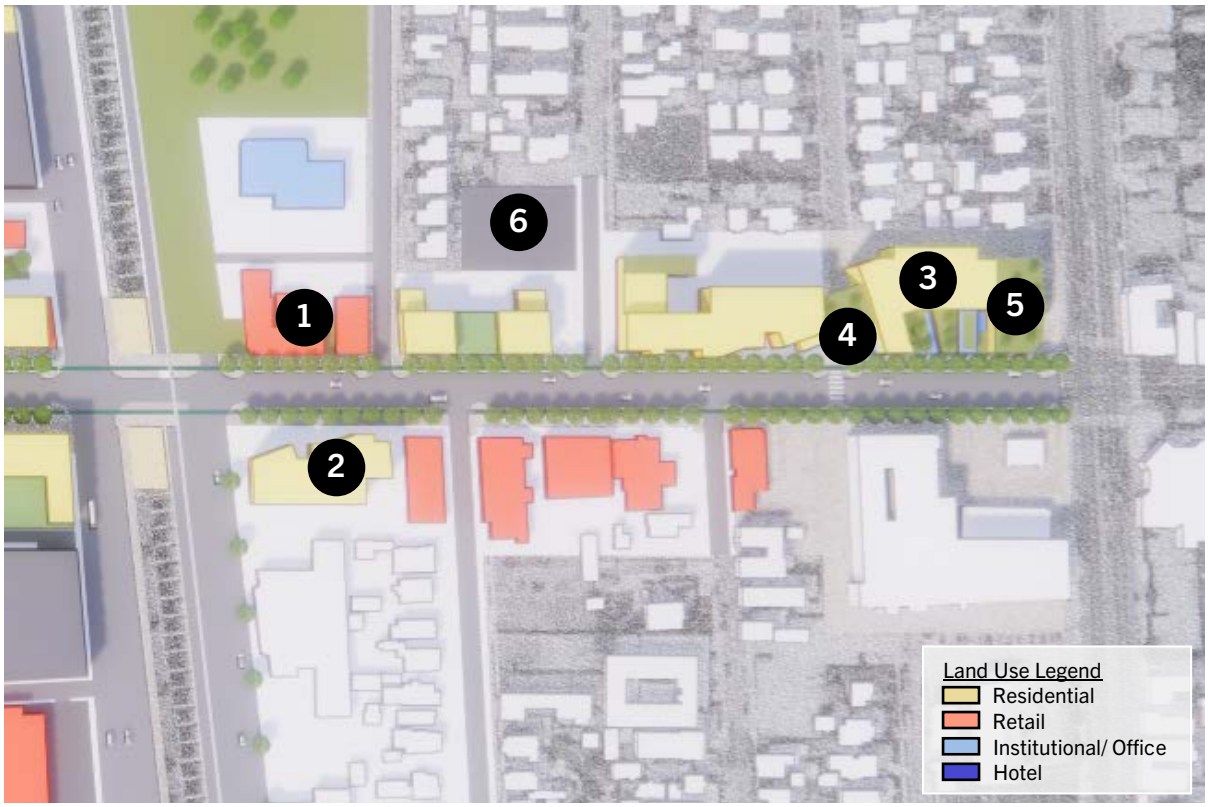


Figure 2-8. Historic Core Plan and Key Features.

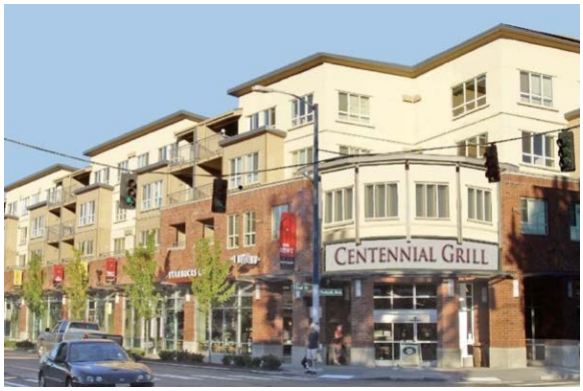
Key Features:

1. Support for local businesses which contribute to the vitality of Downtown.





2. New mixed-use (residential or office over retail) development.





3. Compton Innovation Hub seven-story mixed-use project, with a large innovation hub for Compton's cultural producers.





Source: GGLO Architects

4. Willow Plaza created through closure of Willow Avenue at Compton Boulevard.



Source: GGLO Architects

5. Usable and sustainable open space created on roofs of buildings due to the small or shallow nature of many sites.

6. Public parking facilities created as opportunities arise.

2.7 The Compton Walk

This specific plan proposes that Compton Boulevard become the centerpiece of a new downtown Compton, linking the Civic Center, Commercial Core, and Historic Core districts with the Metro station through a pedestrian-friendly, activated streetscape that will take residents and visitors on a journey of discovery through cultural Compton's past, present, and future. A narrowing of Compton Boulevard's roadbed will help establish the street as a place to be, not to drive through, and free up space for additional pedestrian and active transportation uses along the corridor. The mobility concept is further described in Section 5.3.

As a nod to Compton's inspiring musical history, The Compton Walk will include a base streetscape patterning and design intended to resemble a blank musical 'score sheet', upon which the local community will be encouraged to compose and share their own unique 'songs' and expressions about Compton. The experiences along the Walk will be created, maintained, and updated over time by local artists and business owners, expressing the City of Compton's contributions to music, sports, politics, theater, visual arts, and fields yet undefined. It will serve as a major attraction to those who wish to come to appreciate and explore the City's culture.

Figure 2-9 illustrates diagrammatically how a range of programming and activities can be composed to generate a unique and evolving range of experiences, similar to how notes can be combined to make a song. Punctuating this primary pathway of experiences will be a rhythm of streetscape 'Places' associated with adjacent private development and other civic open spaces that will seek to promote additional moments of connection, discovery, learning, history, cultural expression, and entertainment.

Figure 2-10 shows the overall extents and routing of the Compton Walk. Key districts and civic spaces will be connected and a regular placement and hierarchy of programming and space types will promote exploration and discovery.

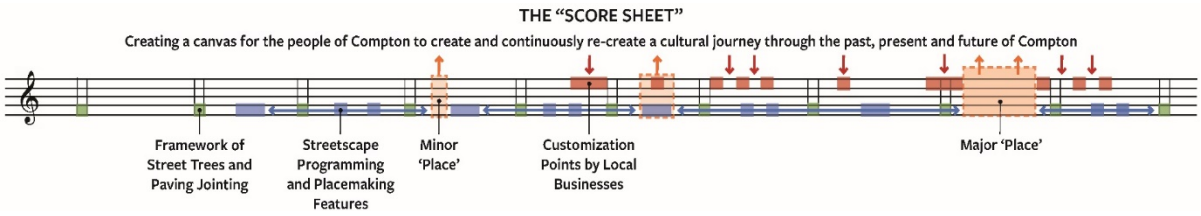


Figure 2-9. Streetscape 'Score Sheet' Programming Concept.

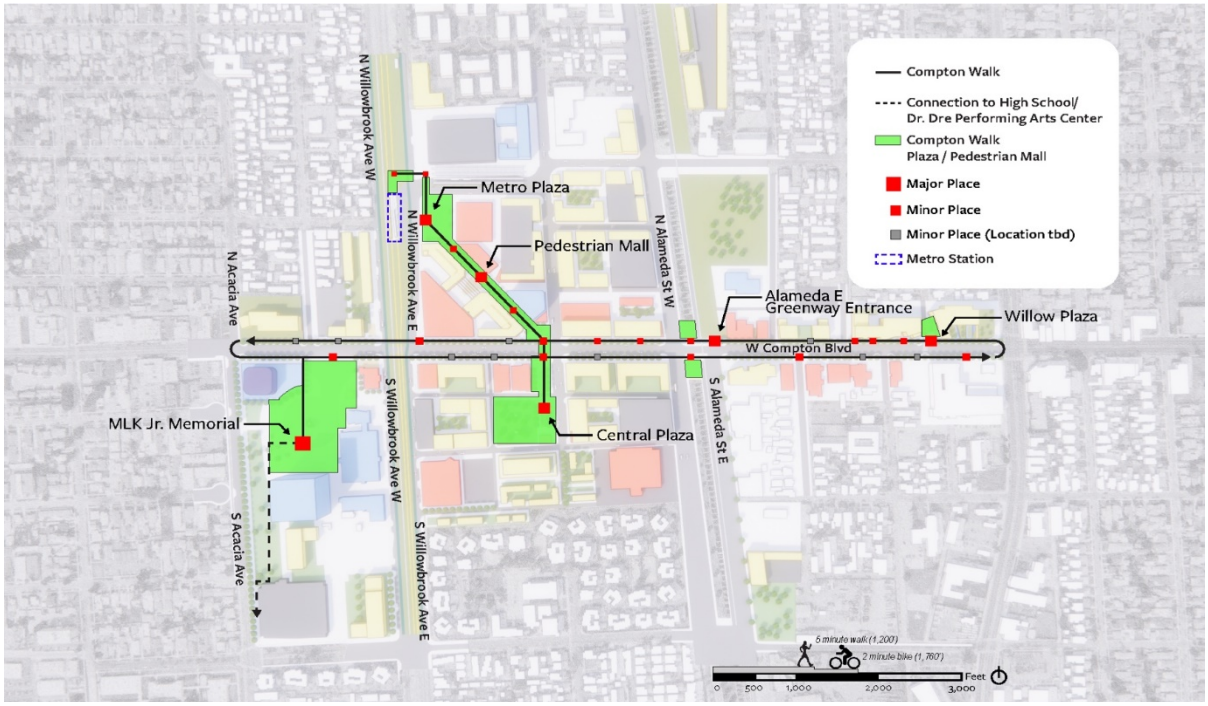


Figure 2-10. Overall Compton Walk Routing and 'Places' Concept.

Base Streetscape Improvements.

These improvements are to be implemented as a condition of development in keeping with the Specific Plan standards, reference Section 5.3.

These improvements would include hardscape upgrades to the sidewalks, the planting of street trees, and the selection and placement of essential street furniture. The goal of these improvements will be to harmonize the streetscape to a consistent base look and feel and provide the streetscape components needed to create a more usable and comfortable physical space. They would create a solid base streetscape condition that could be easily implemented and that a later, more extensive design process could build on with further visioning and locally crafted expression. **Section 5.3** provides initial standards for the build-out of the base streetscape improvements.

Streetscape Customization: Historic, Art and Placemaking Features.

These improvements are to be implemented by the City, or by the Developer, through a design review process as described in **Section 3.10**. Reference Sections 4.14 and 4.15 for proposed placemaking and private development interfacing guidelines.

These streetscape improvements would include, but not be limited to, the addition of a range of new expressive art and cultural elements such as sidewalk art, sculptural art elements, decorative hardscape paving, a range of lighting and multimedia effects, historical markers, a hierarchy of signage including information signage, streetscape structures, a district branding approach and elements, and other features TBD. The goal of this stage will be to undertake a design process that will enable Compton stakeholders to explore and add their own storytelling

layers to a Compton Walk experience. Substantive engagement with the local community, particularly the arts and historic communities, will ensure that the Walk is expressive of what the voices of Compton want to say. Involvement with a range of design specialists and creative professionals during the visioning process will play an important role in crafting a vision and experience that is nuanced and full of discovery.

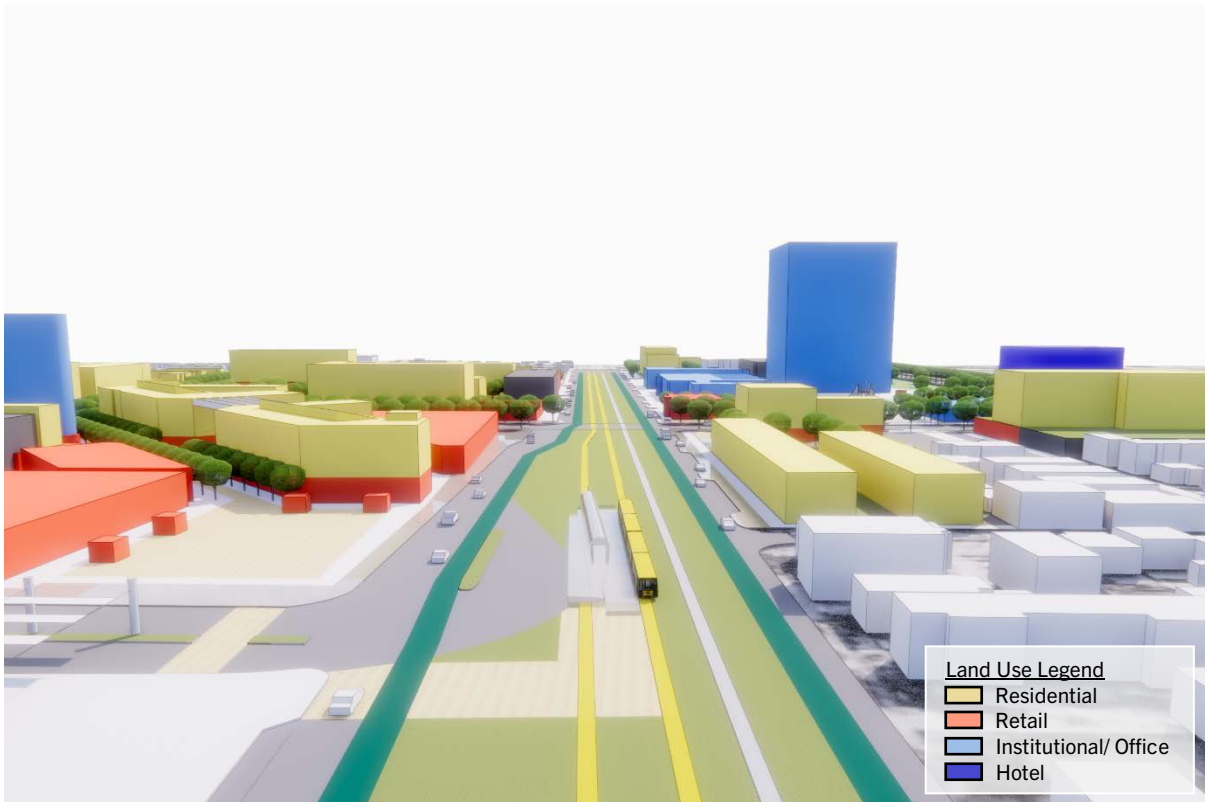
Building on the base 'Score Sheet' streetscape improvements, the Compton community will be encouraged to compose its own melody of artistic, historical, and interactive elements which will be the focus of this journey through cultural Compton. The process to choose and develop the elements of the streetscape will need to be inclusive, weaving different elements and layers together to create a cohesive song of experiences.



Figure 2-11. Compton Walk Concept

2.8 Willowbrook Avenue

Willowbrook Avenue (actually two streets: Willowbrook Avenue West and Willowbrook Avenue East) is the major access pathway to the Metro station; yet today it functions as a barrier in the urban environment which is confusing to new users and unsafe for pedestrians, especially at intersections. The preferred solution is to convert it into a couplet of one-way streets, with bicycle facilities on both sides helping residents on both sides of the tracks access the station. The COMPTON Letters Plaza will be removed to re-establish vehicular access. Additional greenery will also be added to the couplet. See Section 5.4 for further detail regarding the redesign of Willowbrook Avenue.



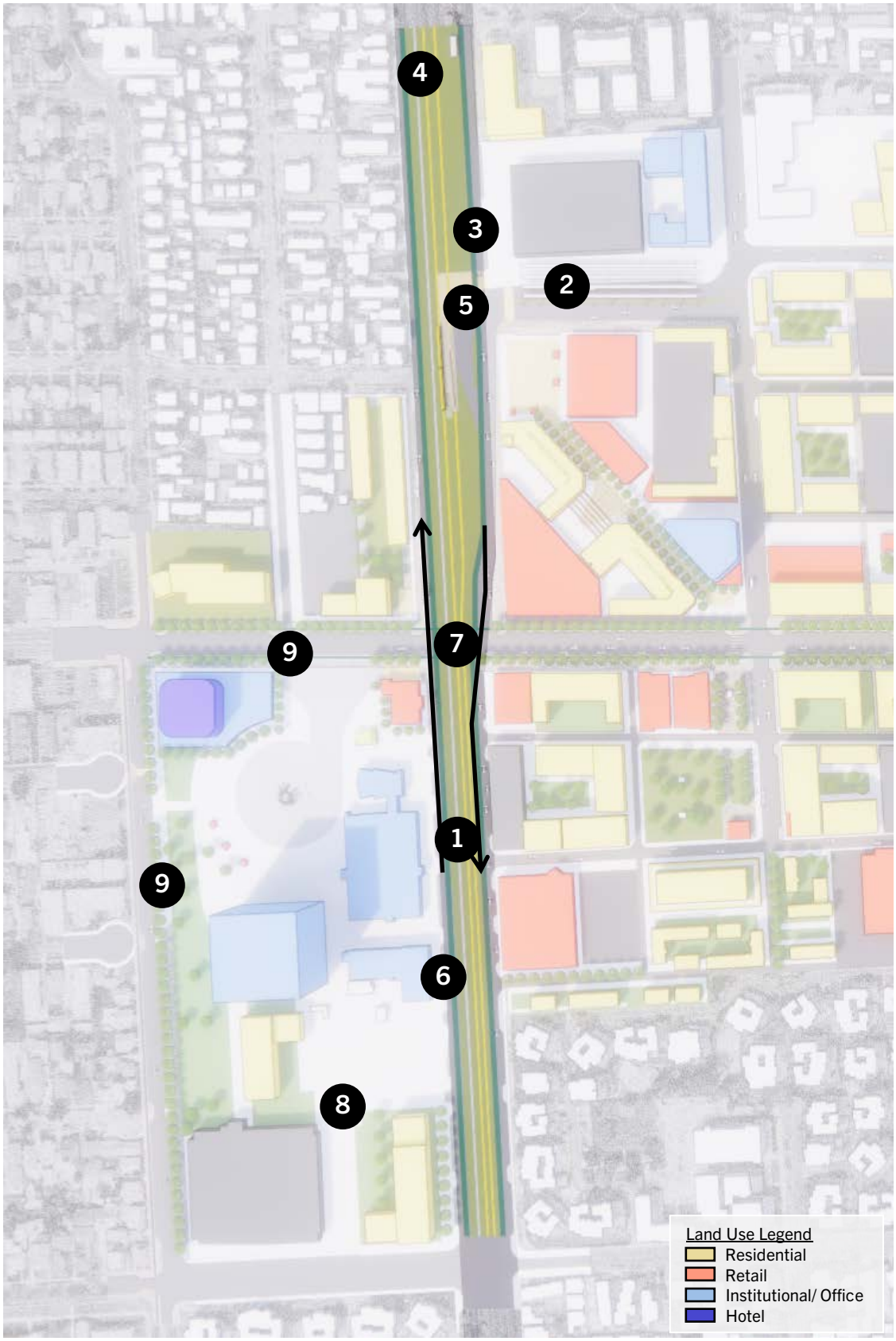


Figure 2-12. Willowbrook Avenue Plan and Key Features.

Key Features:

1. Simplified circulation pattern with Willowbrook Avenue West restricted to one-way traffic northbound and Willowbrook Avenue East to one-way traffic southbound.

2. Martin Luther King, Jr. bus station preserved, with minimal effect on bus access and operation.

3. Willowbrook Avenue East reconnected through the COMPTON Letters Plaza to enable direct access from Rosecrans Avenue to the Commercial Core.

4. New low-stress north-south bicycle facilities and connections to regional systems.

5. Raised crossings connecting Metro station entrance to the Metro plaza on the southeast corner of Willowbrook Avenue East and Palmer Street.

6. Street tree bulbs added to improve pedestrian comfort along the street.

7. Simplified and safer Compton Boulevard and Willowbrook Avenue intersection.

8. Rear exit through Courthouse driveway for Sheriff's Department vehicles exiting to the South.

9. Additional parking opportunities provided along Compton Boulevard and Acacia Avenue which can provide convenient access for those negatively affected by the elimination of southbound travel lanes along Willowbrook Avenue West.

2.9 Alameda East

Alameda East between Rosecrans Avenue and Compton Boulevard is a little-used roadway which is intended to convert into a greenway, as described in Section 2.2. The greenway can provide much-needed green space, provide safe bicycle and pedestrian access from nearby neighborhoods to Wilson Park and Downtown Compton, and create a suitable environment for new residential uses to be built along its east side. Above all, the greenway would create a sorely lacking recreational amenity for the central Compton population and improve public health.

The Alameda East Greenway would close Alameda Street East as a vehicular roadway at the City's discretion. This would need to be done in conjunction with the extension of the Rosecrans Avenue frontage roads across the Alameda Corridor in order to ensure access between Rosecrans Avenue and Alameda Street, and only at the pace that redevelopment proceeds along the street so that vehicular access to properties is not affected. See Section 5.5 for further detail regarding the redesign of Alameda East, and for alternative designs should the roadway not be able to be closed.

Key Features:

1. Greenway and road closure designed as linear park, with paved path for cyclists and skateboarders, decomposed granite for joggers, exercise stations, shade, and stormwater treatment elements.





2. Wilson Park (playground, basketball courts, skate park, rec center, etc.)

3. Extension of narrowed greenway, with narrowed street, or sidewalk greening south of Compton Boulevard with tree wells in parking lane.

4. Community garden and path termination built with affordable housing development on Corporate Yard.



Figure 2-13. Alameda East Greenway Plan and Key Features

Chapter 3: Zoning, Development, and Design Standards

3.1 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 required by 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 submit an application processed in an expeditious manner with administrative approvals where allowed by these Administrative Procedures. Applications that deviate from the standard provisions herein, will require discretionary review and action.

2. Applicability.

A. Requirements for structures and land uses. No building 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. Where this Specific Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the Municipal Code or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Specific Plan shall prevail.

B. Legal Parcel. The site of a proposed land use, development, modification, or other improvement subject to this Specific Plan 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. Effect on Existing Development and Land Uses. Development and/ or use(s) legally existing as of the adoption of this Chapter shall comply with Section 30-23 (Nonconforming Buildings and Uses) of the City Zoning Code.

E. 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.

F. Nonapplicable Zones. No changes shall be made to zones not specified within this Specific Plan. Citywide standards apply to zones not specified within this Specific Plan.

3. Review Authority.

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

4. Specific Plan Interpretation.

A. The Community Development Department Director shall interpret the provisions of the Specific Plan. Requests for a Specific Plan Interpretation shall be filed with the Community Development Department Director. The Community Development Department 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 Department 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 Department 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.

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

II. Applicability. The Community Development Department Director may allow Administrative Relief up to a maximum of 20 percent of any measurable standard of this Chapter, or the amount prescribed for the items specified in Figure 3-2 (Type of Administrative Relief Allowed), whichever is most restrictive. The Community Development Department Director may allow Administrative Relief only after first making the findings specified in Subsection 3.1.5.V (Findings and Decision) and Figure 3-2 (Type of Administrative Relief Allowed).

III. Review Authority. The Community Development Department Director may approve or deny an application for Administrative Relief. If outside the parameters, it cannot be approved.

IV. Application Review.

I. The Community Development Department Director, in compliance with Subsection 3.1.5.II, shall review the application for Administrative Relief and issue a decision within 15 days.

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

V. 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.

I. The development meets all other standards and requirements in this Specific Plan.

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.

VII. Appeal. The applicant may file a written appeal with the Planning Commission within 15 days after the Community Development Department Director decision. The Planning Commission shall hear the appeal within 30 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 decision in writing based upon the testimony and documents produced before it. It may sustain, modify, reject, or overrule, any action of the Community Development Department 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.

Designated Approving Authority				
Type of Permit or Action	**Reference**	**Review/Approving Authority**		
		Community Development Department Director	**Planning Commission**	**City Council**
Administrative Actions				
Specific Plan Interpretation	Section 3.1.4 (Specific Plan Interpretation)	Decision	Appeal	N/A
Use Determination	Section 3.1.3 (Use Determination)	Decision	Appeal	N/A
Development Permits and Approvals				
Administrative Relief	Section 3.1.5 (Administrative Relief)	Decision	Appeal	N/A
Conditional Use Permit	Section 3.1.6 (Conditional Use Permit)	Recommend	Decision	Appeal
Design Review Tier 1	Section 3.1.7 (Design Review)	Decision	Appeal	N/A
Design Review Tier 2	Section 3.1.7 (Design Review)	Recommend	Decision	Appeal
Minor Use Permit	Section 3.1.8 (Minor Use Permits)	Decision	Appeal	N/A
Subdivisions	Section 3.1.9 (Subdivisions)	-	Recommend	Decision
Temporary Use Permit	Section 3.1.10 (Temporary Use Permit)	Decision	Appeal	-
Variance	Section 3.1.11 (Variance)	Recommend	Decision	Appeal

Figure 3-1. Designated Approving Authority.

Type of Administrative Relief Allowed			
#	**Type of Administrative Relief**	**Additional Required Findings**	**Maximum Modification**
1	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%
2	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.
3	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.	20%
4	An increase in allowable building height.	The building is consistent with the intent of the zone and all other applicable standards of the zone; the portion of the building which exceeds the height limit is at least matched by other portions which are below the height limit by the same amount as the increase requested and the increase accommodates architectural or design features as part of the proposed project.	Up to a maximum of 15 feet over and no more than 30% of the building footprint.
5	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%
6	A reduction in the minimum number of required bicycle parking spaces.	There are demonstrated sufficient bicycle parking opportunities within 300 feet of the project location.	40%
7	An increase in the allowed height and area of a permanent sign.	The sign is otherwise consistent with all applicable sign regulations.	15%
8	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

Figure 3-2. Type of Administrative Relief Allowed.

6. Conditional Use Permit.
Applications for uses set forth in Figures 3-4, 3-7, 3-10, 3-13, and 3-16 (Permitted Uses) 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.

7. Design Review.

A. Purpose. Design Review is intended to implement urban design goals, policies, development standards, and design guidelines within this Specific Plan. Design Review is intended to ensure that the design of new construction and additions is contextual and supports design excellence in Compton.

B. Limitations. The standard conditions imposed upon approval of an application during Design Review will not be more restrictive than those prescribed by applicable zoning district regulations or other applicable entitlements per this Specific Plan.

C. Exemptions. 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. Residential-only projects with four or less units are not subject to Design Review, but still will require Architectural Review Board review.

D. Tier 1 Administrative Design Review.

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

a. Temporary signs and other signs set forth in Section 3.13 (Signage Standards).

b. New construction or additions that feature more than five residential units and less than sixty residential units. New residential/mixed-use construction or addition projects with up to sixty units, including up to 8,000 square feet of retail.

c. Any mixed-use or nonresidential project that creates less than 400 daily vehicular trips as established by a traffic generation memo prepared by a professional engineer (PE) or traffic engineer (TE).
100% affordable housing projects of any size, with maximum income levels of 80% low income and 20% moderate income units, with up to 8,000 square feet of supportive retail.

II. Review Authority. The Community Development Department Director will conduct Tier I Design Review and make decisions to approve the application or impose conditions upon the approval of the application. The Community Development Department Director may refer any such project for a public hearing before the Planning Commission to receive comment on the project's design, but not to approve or deny the project, 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.

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

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

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

E. Tier 2 Public Hearing Design Review

I. Applicability. Tier 2 Public Hearing Design Review is required for any new construction, addition, exterior modification, or renovation that does not qualify for Tier 1 review.

II. Traffic Study Required. All projects subject to Tier 2 review shall prepare a focused traffic analysis which includes evaluation of all project driveway access points and potential effects at the nearest signalized intersection (in terms of Level of Service and Queuing). The focused traffic analysis should be prepared by a licensed professional engineer (PE) or traffic engineer (TE). The Public Works Director and/or City Traffic Engineer may, at his or her discretion, require traffic analysis at additional locations based on project size, type, and location.

III. Review Authority. The Planning Commission has authority under Tier 2 Public Hearing Design Review. The Planning Commission is authorized to act upon the design and approve the application or impose conditions upon the approval of the application. The Planning Commission is intended to review each project for compliance with the urban design goals, policies, development standards, and design guidelines of this Specific Plan.

IV. Required Findings. In acting to approve or conditionally approve a Tier 2 Public Hearing Design Review application, the Planning Commission shall make the following findings:

a. That the project is consistent with the applicable Compton General Plan policies, Specific Plan standards, and Specific Plan design guidelines.
b. That the project furthers the goals, actions, and Urban Design Framework of the Specific Plan.
c. That the project provides appropriate amenities for the target population, including public amenities if the project is commercial or mixed-use.

V. Application. In the absence of a specialized application form, the applicant shall use the application form for a Conditional Use Permit.

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 Sections 3.3 through 3.7 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 Department Director. The Community Development Department 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 3.1.8.F (Findings and Decision), below. The fee for the MUP shall be the same ARB fee established for new commercial/industrial projects.

II. Application review. Each application shall be reviewed by the Community Development Department 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 with 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 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 Department 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 60 days, unless the applicant consents to a continuance. Upon conclusion of the hearing, the Planning Commission shall, within 15 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 Department 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.

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 Community Development Department Director 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 Community Development Department Director shall give written notice to the permittee of intention to revoke or modify the MUP and shall set a date for a public hearing 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 a hearing with the Planning Commission, and if the Commission finds that there is good cause therefore, the Commission 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, without any further City action.

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 Department Director.

C. Appeals. Community Development Department 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 Department 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 Department 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. Filming shall be limited to no more than 15 consecutive days.
   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 within the Specific Plan area. 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 within the Specific Plan area. 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 30

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 within the Specific Plan area when a valid Building Permit is in force.

XI. Temporary uses otherwise regulated by this Chapter or similar temporary uses. Similar temporary uses which, in the opinion of the Community Development Department 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.

3.2 Zoning Districts

Figure 3-3 maps the existing and proposed zoning districts within the Compton Station Specific Plan Area. The standards and procedures for the RL, RM, RH and MH zones are as defined in the appropriate sections of the Compton Municipal Code.

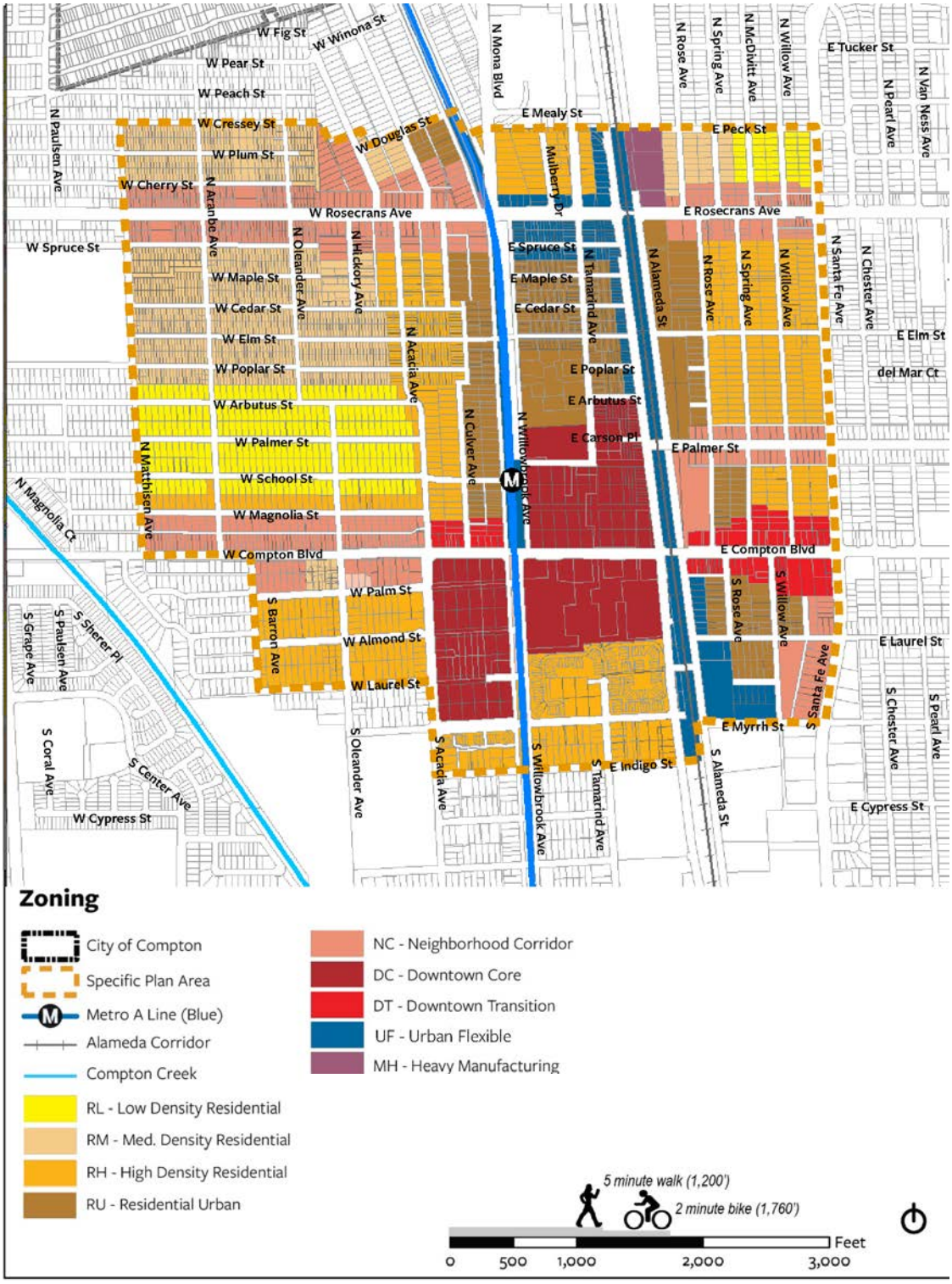


Figure 3-3. Zoning Map.

3.3 Downtown Core (DC) Zone

1. Land Use Regulations.

Figure 3-4 (Permitted Uses) describes the land use regulations for the Downtown Core Zone. In addition, the Compton Walk Front, within the Downtown Core Zone, features its own column of permitted land uses in Figure 3-4. The land use permitted for each zone are established as follows: Tier 1 or 2 review only.

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 Department 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 Department Director

2. Establishment of Permitted Uses.

A. Any of the land uses permitted in Figure 3-4 (Permitted Uses), may be established on any lot within the Downtown Core zone, subject to the permit requirement listed in the Figure 3-4 (Permitted Uses), and in compliance with all applicable standards of this Chapter.
B. If a proposed use is not listed in Figure 3-4 (Permitted Uses), the use is not permitted unless the Community Development Department 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 3 (Use Determination).

3. Use Determination.

A. The Community Development Department 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 Figure 3-4 (Permitted Uses). The Community Development Department 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 Department 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, and become a part of the Specific Plan.

Permitted Uses		
Land Use Type	**DC**	**Compton Walk 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	P	X
Plaza	P	P
Studio: art, dance, martial arts, music, etc.	P	M
Civic		
Government	P	P
Library, museum, or art gallery	P	P
Office, general, and medical	P	P
Meeting facility, public or private	C	M
School, public or private	P	M
Food and Drink		
Micro-Brewery[1]	C	C
Pub/Bar/Tavern[2]	C	C
Restaurant[2], café, coffee shop	P	P
Restaurant[2] w/ Outside dining[3]	P	P
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	M	M
Retail		
Alcohol/Tobacco Outlet[2]	C	C
General Retail < 100,000 sq. ft.	P	P
General Retail > 100,001 sq. ft.	M	C
Cannabis Activities	X	X
Services		
Business/Professional service	P	P
Childcare Facility	P	P
Family Childcare Home[4]	X	X
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/Supportive Housing	P	X
Emergency Shelters	X	X
Residential		
Dwelling: Multi- Family (Including any type of permanent housing and supportive housing)	P	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		
Artisan Manufacturing	X	X
Wireless Communication Facilities (Ground / Rooftop)	C	X
Materials (interior or exterior) Storage	X	X
Light Manufacturing	X	X
Heavy Manufacturing	X	X
Warehouse/Distribution	X	X
Automobile Related		
Parking Facility, Public or Private [5, 6]	M	X
Service Station	X	X

1. Must be in tandem with a sit down restaurant.
2. Alcoholic beverage sales establishments are subject to Chapter 31-50 of the Municipal code. Restaurants (bona fide eating places whose predominant function is the service of a full range of food selections in a sit-down setting with table service and little, if any emphases on 'take out' food with onsite accessory sales of alcohol) may incidentally serve alcoholic beverages with meals without need of a Conditional Use permit.
3. Outdoor dining is subject to the standards described in Section 4.6.4.
4. Only permitted in Single Family Homes. See Zoning Code Section 30-11.3.
5. Parking structures shall comply with the standards in Section 5.15.6.
6. When not a part of a larger development, otherwise permitted.

Figure 3-4. Permitted Uses, Downtown Core (DC) Zone.

Development Standards – Downtown Core Zone (DC)		
3.3.4 Height		
Minimum	3 floors	
Maximum	10 floors	
3.3.5 Setbacks		
Front Setbacks	0 ft. min., 10 ft. max.	
Street Side Setback	5 ft. min., 10 ft. max.	
Interior Side Setback	0 ft. min.	
Rear Setback	0 ft. min., 10 ft. min. adjacent to residential	
3.3.6 Interior Lot Line Height Transitions		
Adjacent to Residential Use	45-degree plane starting 25' high at property line	
Adjacent to Residential Use with Concession	60-degree plane starting 25' high at property line	
3.3.7 Minimum Residential Unit Size		
Single Room Occupancy	200 sf	
Studio	300 sf	
1-bedroom	400 sf	
2-bedroom	700 sf	
3-bedroom	900 sf	
3.3.8 Residential Open Space		
Common open space (for residents)	15% min. of site area	
Open space required per unit	150 sf and 30% attached to unit	
3.3.9 Minimum Parking Ratios		
	Unrestricted	**Affordable**
1+ bedroom units	1	0.5
SRO/studio units	0.5	None
Senior Housing (any size)	0.5	None
Guest Parking	0.15	0.15
Commercial Office	2/1,000 sf	
Retail or Restaurant	2.5/1,000 sf	
Other uses	50% less than CMC Table 30-21.A	
3.3.10 Frontage Types		
	Compton Walk	**Other Streets**
Arcade (Figure 3-19)	Permitted	Permitted
Gallery (Figure 3-20)	Permitted	Permitted
Terrace (Figure 3-21)	Not Permitted	Permitted
Shopfront (Figure 3-22)	Permitted	Permitted
Parking (Figure 3-23)	Not Permitted	Permitted
Lobby (Figure 3-24)	Permitted	Permitted
Stoop/Porch (Figure 3-25)	Not Permitted	Permitted
Front Yard (Figure 3-26)	Not Permitted	Not Permitted
3.3.11 Internal Streets and Publicly Accessible Open Space		
Publicly-accessible open space	8% of lot area	

Figure 3-5. Development Standards – Downtown Core (DC) Zone.

4. Height.

A. Minimum height. Each new development project shall include at least one building of three habitable stories or higher.
B. Maximum height. All new construction shall have a maximum height of ten stories.
C. Architectural projections, towers and elevator shafts may exceed the last allowed story 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 and encouraged on the top floor of developments.

5. Setbacks, Projections, and Encroachments.

A. Front setback. No front setback is required. Buildings must also not be set back more than ten feet.
B. Street side setback. Where the side of a lot abuts a public street, the building shall be set back no less than 5 feet and no more than 10 feet. Side frontages shall comply with frontage standards in Section 3.3.10.
C. Interior side setbacks are not required.
D. Rear setback. No rear setback is required, except when adjacent to residential uses, in which case the minimum setback is ten feet.
E. 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.
F. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.
G. Projections into applicable setback areas are permitted as described in Figure 3-6 (Projections into Setback Areas). No projection shall be over a roadway or alley (sidewalk exempted).

Projections into Setback Areas				
Projection	**Front**	**Rear**	**Side**	**Street Side**
Arcade	10	N	N	10
Architectural Features[1]	3	3	3	3
Balcony	7	6	6	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

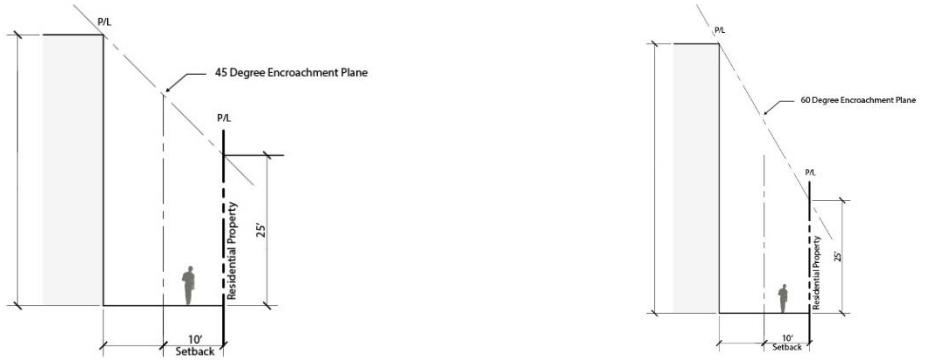
Figure 3-6. Projections into Setback Areas.

H. 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.

6. Interior Lot Line Height Transitions.

A. Wherever an interior lot line abuts a single-family or multi-family residential building, 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.
B. When a project utilizes a Public Benefit Concession to increase the transitional height pursuant to Section 3.12, wherever an interior lot line abuts a residential use, new development shall not exceed the height established by an imaginary plane beginning 25 feet above the property line and rising up at a 60-degree angle toward the interior of the new development site.

[1] Not to project into street or alley.



Required interior lot line height transition under base (left) and public benefit concession (right) standards.

7. 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.

8. Residential Open Space.

A. All projects containing a residential component shall include a common open space for residents, 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, balconies, or commercial establishments if desired.

B. A minimum of 150 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. A minimum of 30% of this requirement shall be met through private open space which is attached to the unit, such as balconies or private patios.

9. Minimum Parking Ratios.

A. The minimum number of parking spaces required is given in Figure 3-5.

B. Affordable residential unit parking ratios apply only to units which have a recorded affordability covenant to serve households making 80% of area median income or less for at least 30 years.

10. 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 Figure 3-5. The standards for “Compton Walk” frontages shall apply to any frontage located along the Compton Walk as it is labeled in Figure 2-11.

11. Internal Streets and Publicly-Accessible Open Space.

A. Developments shall construct internal streets and publicly accessible open space in accordance with the regulations established in Section 5.7. If the footprint of the proposed development is less than the full extent of one of the two shopping centers,

the applicant shall present a phasing plan demonstrating how the initial phase of the project fits within a larger plan to fulfill these regulations.

B. Each large development site (Civic Center, Renaissance Center, Towne Center) shall dedicate at least eight percent (8%) of the lot area to publicly-accessible open space in the form of parks, plazas, pedestrian malls, or mid-block passthroughs. These spaces must be accessible to the general public between the hours of 7:00 am and 10:00 pm daily and not be accessible by private vehicle.

3.4 Downtown Transition (DT) Zone

1. Land Use Regulations.

Figure 3-7 (Permitted Uses) describes the land use regulations for the Downtown Transition Zone. 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 Department 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 Department Director
E. "Compton Walk Front" refers to uses which are permitted on the first floor frontage of the area marked on Figure 2-10 as the Compton Walk.

2. Establishment of Permitted Uses.

A. Any of the land uses permitted in Figure 3-7 (Permitted Uses), may be established on any lot within the Downtown Transition zone, subject to the permit requirement listed in the Figure 3-7 (Permitted Uses), and in compliance with all applicable standards of this Chapter.
B. If a proposed use is not listed in Figure 3-7 (Permitted Uses), the use is not permitted unless the Community Development Department 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 3 (Use Determination).

3. Use Determination.

A. The Community Development Department 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 Figure 3-7 (Permitted Uses). The Community Development Department 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 Department 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.

Permitted Uses		
Land Use Type	**DT**	**Compton Walk 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	P	X
Plaza	P	P
Studio: art, dance, martial arts, music, etc.	P	M
Civic		
Government	P	P
Library, museum, or art gallery	P	P
Office, general	P	P
Meeting facility, public or private	M	M
School, public or private	P	M
Food and Drink		
Micro-Brewery[1]	C	C
Pub/Bar/Tavern [2]	C	C
Restaurant, café, coffee shop[2]	P	P
Restaurant w/ Outside dining [3]	P	P
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	M	M
Retail		
Alcohol/Tobacco Outlet [2]	C	C
General Retail < 100,000 sq. ft.	P	P
General Retail > 100,001 sq. ft.	C	C
Cannabis Activities	X	X
Services		
Business/Professional service	P	P
Childcare Facility	P	P
Family Childcare Home[4]	X	X
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/Supportive Housing	P	X
Emergency Shelter	C	C
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		
Artisan Manufacturing	X	X
Wireless Communication Facilities (Ground / Rooftop)	C	X
Materials Storage	X	X
Light Manufacturing	X	X
Heavy Manufacturing	X	X
Warehouse/Distribution	X	X
Automobile Related		
Parking Facility, Public or Private [5, 6]	M	X
Service Station	X	X

1. Must be in tandem with a sit down restaurant.
2. Alcoholic beverage sales establishments are subject to Chapter 31-50 of the Municipal code. Restaurants (bona fide eating places whose predominant function is the service of a full range of food selections in a sit-down setting with table service and little, if any emphases on 'take out' food with onsite accessory sales of alcohol) may incidentally serve alcoholic beverages with meals without need of a Conditional Use permit.
3. Outdoor dining is subject to the standards described in Section 4.6.4.
4. Only permitted in Single Family Homes. See Zoning Code Section 30-11.3.
5. Parking structures shall comply with the standards in Subsection 5.15.6.
6. When not a part of a larger development, otherwise permitted.

Figure 3-7. Permitted Uses, Downtown Transition (DT) Zone.

Development Standards – Downtown Transition Zone (DT)

3.4.4 Height	
Minimum	3 floors
Maximum	6 floors
3.4.5 Setbacks	
Front Setbacks	0 ft. min., 10 ft. max.
Street Side Setback	5 ft. min., 10 ft. max.
Interior Side Setback	0 ft. min.
Rear Setback	0 ft. min., 10 ft. min. adjacent to residential
3.4.6 Interior Lot Line Height Transitions	
Adjacent to Residential Use	45-degree plane starting 25' high at property line
Adjacent to Residential Use with Concession	60-degree plane starting 25' high at property line
3.4.7 Minimum Residential Unit Size	
Single Room Occupancy	200 sf
Studio	300 sf
1-bedroom	400 sf
2-bedroom	700 sf
3-bedroom	900 sf
3.4.8 Residential Open Space	
Common open space (for residents)	15% min. of site area
Open space required per unit	150 sf and 30% attached to unit

3.4.9 Minimum Parking Ratios

	Unrestricted	**Affordable**
1+ bedroom units	1	0.5
SRO/studio units	0.5	None
Senior Housing (any size)	0.5	None
Guest Parking (rounded up to next whole number)	0.15	0.15
Commercial Office	2/1,000 sf	
Retail or Restaurant	2.5/1,000 sf	
Other uses	50% less than CMC Table 30-21.A	

3.4.10 Frontage Types

	Compton Walk	**Other Streets**
Arcade (Figure 3-19)	Permitted	Permitted
Gallery (Figure 3-20)	Permitted	Permitted
Terrace (Figure 3-21)	Not Permitted	Permitted
Shopfront (Figure 3-22)	Permitted	Permitted
Parking (Figure 3-23)	Not Permitted	Permitted
Lobby (Figure 3-24)	Permitted	Permitted
Stoop/Porch (Figure 3-25)	Not Permitted	Permitted
Yard (Figure 3-26)	Not Permitted	Not Permitted

Figure 3-8. Development Standards – Downtown Transition Zone (DT).

4. Height.

A. Minimum height. Each new development project shall include at least one building of three stories or higher.
B. Maximum height. All new construction shall have a maximum height of six 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 strongly encouraged on the top floor of developments.
F. Projects located on the north side of Compton Boulevard shall conduct a shadow study to determine if any shadow-sensitive land uses, defined as routinely usable outdoor spaces associated with residential, recreational or institutional uses, are anticipated to be shaded for more than three hours between 10:00 am and 4:00 pm Pacific Daylight Time on the winter solstice. Should any shadow-sensitive land uses meet this criteria, the applicant shall conduct a special community meeting noticing the property owners and residents of the parcel containing said shadow-sensitive land uses, and shall demonstrate good faith efforts to provide benefits to these residents within the development.

5. Setbacks, Projections, and Encroachments.

A. Front setbacks. No front setback is required. Buildings must also not be set back more than ten feet.
B. Street side setback. Where the side of a lot abuts a public street, the building shall be set back no less than 5 feet and no more than 10 feet. Side frontages shall comply with frontage standards in Section 3.3.10.
C. Interior side setbacks are not required.
D. Rear setback. No rear setback is required, except when adjacent to residential uses, in which case the minimum setback is ten feet.
E. 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.
F. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.
G. Projections into applicable setback areas are permitted as described in Figure 3-9 (Projections into Setback Areas). No projection shall be over a roadway or alley (sidewalk exempted).

Projections into Setback Areas				
Projection	**Front**	**Rear**	**Side**	**Street Side**
Arcade	10	N	N	10
Architectural Features	3	3	3	3
Balcony	7	6	6	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

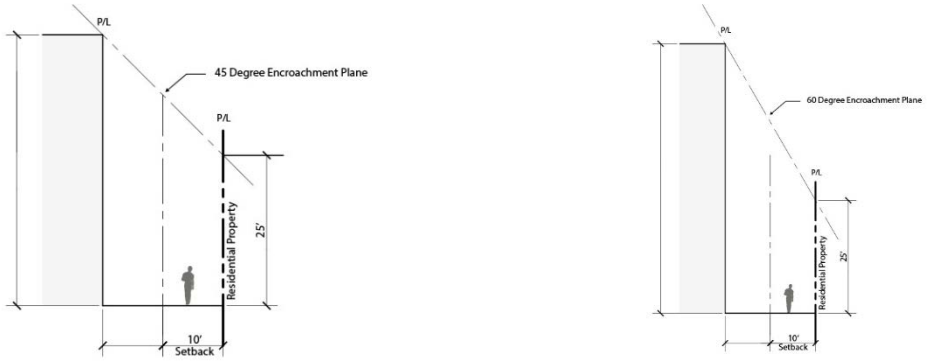
Figure 3-9. Projections into Setback Areas.

H. 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.

6. Interior Lot Line Height Transitions.

A. Wherever 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.

B. When a project utilizes a Public Benefit Concession to increase the transitional height pursuant to Section 3.12, wherever an interior lot line abuts a residential use 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 60-degree angle toward the interior of the new development site.



Required interior lot line height transition under base (left) and public benefit concession (right) standards.

7. 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.

8. Residential Open Space.

A. All projects containing a residential component shall include a common open space, for residents, 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, balconies, or commercial establishments if desired.

B. A minimum of 150 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. A minimum of 30% of this requirement shall be met through private open space which is attached to the unit, such as balconies or private patios.

9. Minimum Parking Ratios.

A. The minimum number of parking spaces required is given in Figure 3-8.

B. Affordable residential unit parking ratios apply only to units which have a recorded affordability covenant to serve households making 80% of area median income or less for at least 30 years.

10. 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 Figure 3-8. The standards for “Compton Walk” frontages shall apply to any frontage located along the Compton Walk as it is labeled in Figure 2-11.

3.5 Residential Urban (RU) Zone

1. Land Use Regulations.

Figure 3-10 (Permitted Uses) describes the land use regulations for the Residential Urban Zone. 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 Department 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 Department Director

2. Establishment of Permitted Uses.

A. Any of the land uses permitted in Figure 3-10 (Permitted Uses), may be established on any lot within the Residential Urban zone, subject to the permit requirement listed in the Figure 3-10 (Permitted Uses), and in compliance with all applicable standards of this Chapter.
B. If a proposed use is not listed in Figure 3-10 (Permitted Uses), the use is not permitted unless the Community Development Department 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 3 (Use Determination).

3. Use Determination.

A. The Community Development Department 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 Figure 3-10 (Permitted Uses). The Community Development Department 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 Department 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.

Permitted Uses	
Land Use Type	**RU**
Entertainment and Recreation	
Health/Fitness Facility <15,000 sf	X
Health/Fitness Facility >15,000 sf	X
Indoor/Outdoor Entertainment	X
Indoor/Outdoor Recreation	X
Nightclub	X
Park, playground	M
Plaza	M
Studio: art, dance, martial arts, music, etc.	X
Civic	
Government	P
Library, museum, or art gallery	X
Office, general	X
Meeting facility, public or private	X
School, public or private	P
Food and Drink	
Micro-Brewery[1]	X
Pub/Bar/Tavern[2]	X
Restaurant, café, coffee shop[2]	X
Restaurant w/ Outside dining[3]	X
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	X
Retail	
Alcohol/Tobacco Outlet[2]	X
Small retail < 2,500 sq. ft.	P
General Retail > 2,500 sq. ft. and < 100,000 sq. ft.	X
General Retail > 100,001 sq. ft.	X
Cannabis Activities	X
Services	
Business/Professional service	X
Childcare Facility	P
Family Childcare Home[4]	X
Hotel/Motel	X
Medical or residential care facility <7	P
Medical or residential care facility >7	C
Personal services	X
Personal services-restricted	X
Transitional/Supportive Housing	P
Emergency Shelter	X
Residential	
Dwelling: Multi- Family (Including supportive housing)	P
Dwelling: Single- Family Detached	P
Dwelling: Single- Family Attached	P
Group Home (<7 Persons)	P
Group Home (>7 persons)	C
Home Occupation, no clients	P
Home Occupation, with clients	P

Live/work unit	P
Single Room Occupancy	P
Senior Housing	P
Industrial	
Artisan Manufacturing	X
Wireless Communication Facilities (Ground / Rooftop)	X
Materials Storage	X
Light Manufacturing	X
Heavy Manufacturing	X
Warehouse/Distribution	X
Automobile Related	
Parking Facility, Public or Private [5, 6]	P
Service Station	X

1. Must be in tandem with a sit down restaurant.
2. Alcoholic beverage sales establishments are subject to Chapter 31-50 of the Municipal code. Restaurants (bona fide eating places whose predominant function is the service of a full range of food selections in a sit-down setting with table service and little, if any emphases on 'take out' food with onsite accessory sales of alcohol) may incidentally serve alcoholic beverages with meals without need of a Conditional Use permit.
3. Outdoor dining is subject to the standards described in Section 4.6.4.
4. Only permitted in Single Family Homes. See Zoning Code Section 30-11.3.
5. Parking structures shall comply with the standards in Subsection 5.15.6.
6. When not a part of a larger development, otherwise permitted.

Figure 3-10. Permitted Uses, Residential Urban (RU) Zone.

Development Standards – Residential Urban (RU)

3.5.4 Height		
Minimum	None	
Maximum	3 floors (5 floors fronting on Willowbrook)	
3.5.5 Setbacks		
Front Setbacks	10 ft. min., 20 ft. max.	
Side Setback	5 ft. min.	
Rear Setback	10 ft. min.	
3.5.6 Interior Lot Line Height Transitions		
Adjacent to Residential Use	45-degree plane starting 15' high at property line.	
Adjacent to Residential Use with Concession	60-degree plane starting at 15' high at property line.	
3.5.7 Minimum Residential Unit Size		
Single Room Occupancy	200 sf	
Studio	300 sf	
1-bedroom	550 sf	
2-bedroom	750 sf	
3-bedroom	950 sf	
3.5.8 Residential Open Space		
Common open space	Not required	
Open space required per unit	200 sf	
3.5.9 Minimum Parking Ratios		
	Unrestricted	**Affordable**
1+ bedroom units	1	0.5
SRO/studio units	1	0.5
Senior Housing (any size)	0.5	0.5
Guest Parking	0.1	0.1
Other uses	30% less than CMC Table 30-21.A	
3.5.10 Frontage Types		
Arcade	Not Permitted	
Gallery	Not Permitted	
Terrace	Permitted	
Shopfront	Permitted	
Parking	Not Permitted	
Lobby	Permitted	
Stoop/Porch	Permitted	
Front Yard	Permitted	

Figure 3-11. Development Standards – Residential Urban (RU).

4. Height.

A. Minimum height. There is no minimum height for new construction.
B. Maximum height. All new construction shall have a maximum height of three stories. However, where the property fronts Alameda Street, Willowbrook Avenue East, or Willowbrook Avenue West, the maximum height is five 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.

5. Setbacks, Projections, and Encroachments.

A. Setbacks. The minimum front setback is ten feet and the maximum front setback is twenty feet.
B. Side Setback. The minimum side setback is five feet.
C. Rear Setback. The minimum rear setback is ten feet.
D. 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.
E. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.
F. Projections into applicable setback areas are permitted as described in Figure 3-12 (Projections into Setback Areas). No projection shall be over a roadway or alley (sidewalk exempted).

Projections into Setback Areas				
Projection	**Front**	**Rear**	**Side**	**Street Side**
Arcade	10	N	N	10
Architectural Features	3	3	3	3
Balcony	7	6	6	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

Figure 3-12. Projections into Setback Areas.

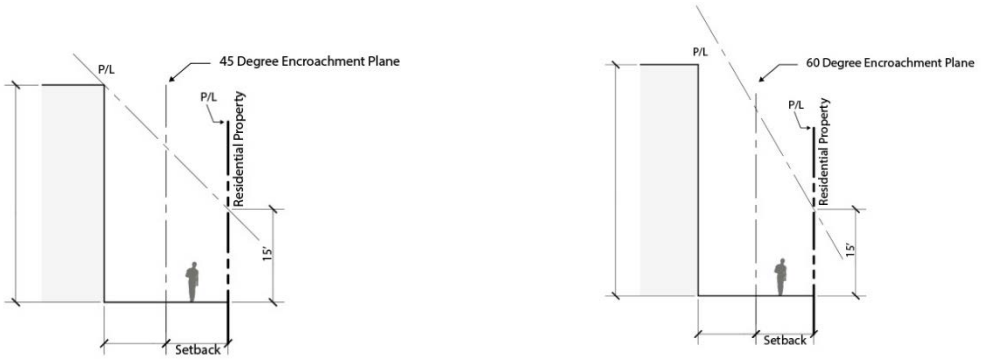
G. Awnings shall meet the following minimum standards:
   I. Awnings shall be constructed of metal, canvas, or fire-resistant acrylic. Use of plastic and vinyl is prohibited.
   II. Back-lit and waterfall awnings are prohibited.

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

6. Interior Lot Line Height Transitions.

A. Wherever 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 15 feet above the property line and rising up at a 45-degree angle toward the interior of the new development site.

B. When a project utilizes a Public Benefit Concession to increase the transitional height pursuant to Section 3.12, wherever an interior lot line abuts a residential use built before original adoption of this Specific Plan, new development shall not exceed the height established by an imaginary plane beginning 15 feet above the property line and rising up at a 60-degree angle toward the interior of the new development site.



Required interior lot line height transition under base (left) and public benefit concession (right) standards.

7. 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, 550 square feet for one-bedroom units, 750 square feet for two-bedroom units and 950 square feet for three-bedroom units.

8. Residential Open Space.

A. A minimum of 200 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, however at least 50 sq. ft. minimum shall be in an attached Patio or Balcony.

9. Minimum Parking Ratios.

A. The minimum number of parking spaces required is given in Figure 3-11.

B. Affordable residential unit parking ratios apply only to units which have a recorded affordability covenant to serve households making 80% of area median income or less for at least 30 years.

C. Local commercial uses (i.e. corner stores) of 1,500 square feet or less are exempt from parking requirements.

10. 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. The shopfront frontage type is permitted on corners only, except on Alameda Street East.
C. Standards for each frontage type are given in Figure 3-11.

3.6 Neighborhood Corridor (NC) Zone

1. Land Use Regulations.

Figure 3-13 (Permitted Uses) describes the land use regulations for the Neighborhood Corridor Zone. 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 Department 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 Department Director

2. Establishment of Permitted Uses.

A. Any of the land uses permitted in Figure 3-13 (Permitted Uses), may be established on any lot within the Neighborhood Corridor zone, subject to the permit requirement listed in the Figure 3-13 (Permitted Uses), and in compliance with all applicable standards of this Chapter.
B. If a proposed use is not listed in Figure 3-13 (Permitted Uses), the use is not permitted unless the Community Development Department 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 3 (Use Determination).

3. Use Determination.

A. The Community Development Department 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 Figure 3-13 (Permitted Uses). The Community Development Department 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 Department 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.

Permitted Uses	
Land Use Type	**NC**
Entertainment and Recreation	
Health/Fitness Facility <15,000 sf	P
Health/Fitness Facility >15,000 sf	P
Indoor/Outdoor Entertainment	M
Indoor/Outdoor Recreation	M
Nightclub	X
Park, playground	C
Plaza	P
Studio: art, dance, martial arts, music, etc.	P
Civic	
Government	P
Library, museum, or art gallery	C
Office, general	P
Meeting facility, public or private	M
School, public or private	P
Food and Drink	
Micro-Brewery[1]	X
Pub/Bar/Tavern[2]	C
Restaurant, café, coffee shop[2]	P
Restaurant w/ Outside dining[3]	P
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	C
Retail	
Liquor Store/Tobacco Store	C
General Retail < 100,000 sq. ft.	P
General Retail > 100,001 sq. ft.	P
Cannabis Activities	X
Services	X
Business/Professional service	P
Childcare Facility	P
Family Childcare Home[4]	X
Hotel/Motel	P
Medical or residential care facility <7	P
Medical or residential care facility >7	M
Personal services	P
Personal services-restricted	X
Transitional and Supportive Housing	P
Residential	
Dwelling: Multi- Family (Including any type of permanent housing and supportive housing)	P
Dwelling: Single- Family Detached	P
Dwelling: Single- Family Attached	P
Group Home (<7 Persons)	P
Group Home (>7 persons)	C
Home Occupation, no clients	X
Home Occupation, with clients	X
Live/work unit	P

Single Room Occupancy	P
Senior Housing	P
Industrial	
Artisan Manufacturing	X
Wireless Communication Facilities (Ground / Rooftop)	C
Materials Storage	X
Light Manufacturing	X
Heavy Manufacturing	X
Warehouse/Distribution	X
Automobile Related	
Parking Facility, Public or Private [5, 6]	P
Service Station	X

1. Must be in tandem with a sit down restaurant.
2. Alcoholic beverage sales establishments are subject to Chapter 31-50 of the Municipal code. Restaurants (bona fide eating places whose predominant function is the service of a full range of food selections in a sit-down setting with table service and little, if any emphases on 'take out' food with onsite accessory sales of alcohol) may incidentally serve alcoholic beverages with meals without need of a Conditional Use permit.
3. Outdoor dining is subject to the standards described in Section 4.6.4.
4. Only permitted in Single Family Homes. See Zoning Code Section 30-11.3.
5. Parking structures shall comply with the standards in Section 5.15.6.
6. When not a part of a larger development, otherwise permitted.

Figure 3-13. Permitted Uses, Neighborhood Corridor (NC) Zone.

Development Standards – Neighborhood Corridor (NC)

3.6.4 Height	
Minimum	NP
Maximum	5 floors
3.6.5 Setbacks	
Front Setbacks	0 ft. min., 15 ft. max.
Street Side Setback	5 ft. min., 10 ft. max.
Interior Side Setback	0 ft. min., 10 ft. min. adjacent to residential.
Rear Setback	10 ft. min.
3.6.6 Interior Lot Line Height Transitions	
Adjacent to Residential Use	45-degree plane starting 15' high at property line
Adjacent to Residential Use with Concession	60-degree plane starting at 15' high at property line
3.6.7 Minimum Residential Unit Size	
Single Room Occupancy	200 sf
Studio	300 sf
1-bedroom	500 sf
2-bedroom	700 sf
3-bedroom	900 sf
3.6.8 Residential Open Space	
Common open space (for residents)	15% minimum of site area.
Open space required per unit	150 sf and 30% attached to unit.

3.6.9 Minimum Parking Ratios

	Unrestricted	Affordable
1+ bedroom units	1	0.5
SRO/studio units	1	0.5
Senior Housing (any size)	0.5	0.5
Guest Parking	0.15	0.15
Commercial Office	3/1,000 sf	
Retail or Restaurant	3.5/1,000 sf	
Other uses	30% less than CMC Table 30-21.A	

3.6.10 Frontage Types

	Commercial Street	Residential Street
Arcade (Figure 3-19)	Permitted	Not Permitted
Gallery (Figure 3-20)	Permitted	Not Permitted
Terrace (Figure 3-21)	Permitted	Not Permitted
Shopfront (Figure 3-22)	Permitted	Not Permitted
Parking (Figure 3-23)	Permitted	Permitted
Lobby (Figure 3-24)	Permitted	Not Permitted
Stoop/Porch (Figure 3-25)	Permitted	Permitted
Front Yard (Figure 3-26)	Not Permitted	Permitted

Figure 3-14. Permitted Uses.

4. Height.

A. Minimum height. There is no minimum height for new construction.
B. Maximum height. All new construction shall have a maximum height of five 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 20 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 strongly encouraged on the top floor of developments.
F. Projects located on the north side of Rosecrans Avenue or Palmer Street shall conduct a shadow study to determine if any shadow-sensitive land uses, defined as routinely usable outdoor spaces associated with residential, recreational or institutional uses, are anticipated to be shaded for more than three hours between 10:00 am and 4:00 pm Pacific Daylight Time on the winter solstice. Should any shadow-sensitive land uses meet this criteria, the applicant shall conduct a special community meeting noticing the property owners and residents of the parcel containing said shadow-sensitive land uses, and shall demonstrate good faith efforts to provide benefits to these residents within the development.

5. Setbacks, Projections, and Encroachments.

A. Front Setbacks. No front setback is required. Buildings must also not be set back more than fifteen feet.
B. Street side setback. Where the side of a lot abuts a public street, the building shall be set back no less than 5 feet and no more than 10 feet. Side frontages shall comply with frontage standards in Section 3.3.10.
C. Interior Side setback. No interior side setback is required. Buildings must also not be set back less than ten feet, if the building is adjacent to an existing residential use.
D. Rear setback. The minimum rear setback is ten feet.
E. 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.
F. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.
G. Projections into applicable setback areas are permitted as described in Figure 3-15 (Projections into Setback Areas). No projection shall be over a roadway or alley (sidewalk exempted).

Projections into Setback Areas				
Projection	**Front**	**Rear**	**Side**	**Street Side**
Arcade	10	N	N	10
Architectural Features	3	3	3	3
Balcony	7	6	6	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

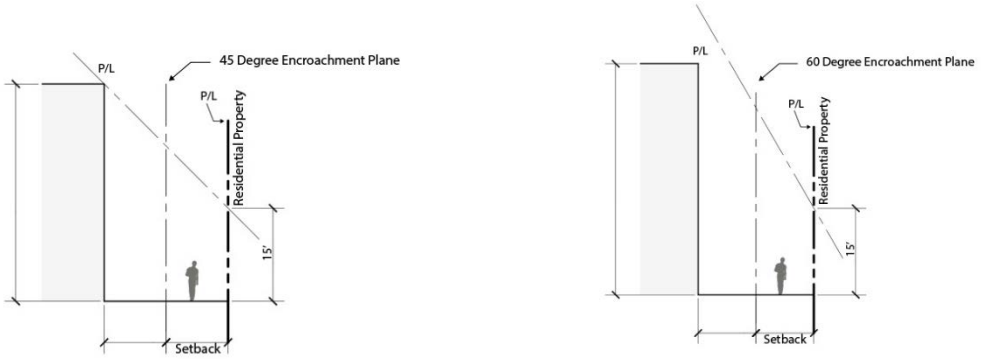
Figure 3-15. Projections into Setback Areas.

H. 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.

6. Interior Lot Line Height Transitions.

A. Wherever 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 15 feet above the property line and rising up at a 45-degree angle toward the interior of the new development site.

B. When a project utilizes a Public Benefit Concession to increase the transitional height pursuant to Section 3.12, wherever an interior lot line abuts a residential use built before original adoption of this Specific Plan, new development shall not exceed the height established by an imaginary plane beginning 15 feet above the property line and rising up at a 60-degree angle toward the interior of the new development site.



Required interior lot line height transition under base (left) and public benefit concession (right) standards.

7. 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, 500 square feet for one-bedroom units, 700 square feet for two-bedroom units and 900 square feet for three-bedroom units.

8. Residential Open Space.

A. All projects containing a residential component shall include a common open space for residents, 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, balconies, or commercial establishments if desired.

B. A minimum of 150 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. A minimum of 30% of this requirement shall be met through private open space which is attached to the unit, such as balconies or private patios.

9. Minimum Parking Ratios.

A. The minimum number of parking spaces required is given in Figure 3-14.

B. Affordable residential unit parking ratios apply only to units which have a recorded affordability covenant to serve households making 80% of area median income or less for at least 30 years.

10. 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 Figure 3-14.

3.7 Urban Flexible (UF) Zone

1. Land Use Regulations.

Figure 3-16 (Permitted Uses) describes the land use regulations for the Urban Flexible Zone. 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 Department 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 Department Director

2. Establishment of Permitted Uses.

A. Any of the land uses permitted in Figure 3-16 (Permitted Uses), may be established on any lot within the Specific Plan, subject to the permit requirement listed in the Figure 3-16 (Permitted Uses), and in compliance with all applicable standards of this Chapter.
B. If a proposed use is not listed in Figure 3-16 (Permitted Uses), the use is not permitted unless the Community Development Department 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 3 (Use Determination).

3. Use Determination.

A. The Community Development Department 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 Figure 3-16 (Permitted Uses). The Community Development Department 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 Department 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.

Permitted Uses	
Land Use Type	**UF**
Entertainment and Recreation	
Health/Fitness Facility <15,000 sf	P
Health/Fitness Facility >15,000 sf	P
Indoor/Outdoor Entertainment	M
Indoor/Outdoor Recreation	P
Nightclub	C
Park, playground	P
Plaza	P
Studio: art, dance, martial arts, music, etc.	P
Civic	
Government	P
Library, museum, or art gallery	P
Office, general	P
Meeting facility, public or private	P
School, public or private	P
Food and Drink	
Micro-Brewery[1]	P
Pub/Bar/Tavern[2]	C
Restaurant, café, coffee shop[2]	P
Restaurant w/ Outside dining[3]	P
Any food and drink or retail establishment operating before 7:00 am or after 10:00 pm	C
Retail	
Alcohol/Tobacco Outlet	C
General Retail < 100,000 sq. ft.	P
General Retail > 100,001 sq. ft.	P
Cannabis Activities	X
Services	
Business/Professional service	P
Childcare Facility	P
Family Childcare Home[4]	X
Hotel/Motel	P
Medical or residential care facility <7	X
Medical or residential care facility >7	X
Personal services	X
Personal services-restricted	X
Supportive/Transitional Housing	X
Emergency Shelter	C
Residential	
Dwelling: Multi- Family (Including any type of permanent housing and supportive housing)	P
Dwelling: Single- Family Detached	P
Dwelling: Single- Family Attached	P
Group Home (<7 Persons)	C
Group Home (>7 persons)	C
Home Occupation, no clients	P
Home Occupation, with clients	P

Live/work unit	P
Single Room Occupancy	P
Senior Housing	P
Industrial	
Artisan Manufacturing[7]	P
Wireless Communication Facilities (Ground / Rooftop)	C
Materials Storage	X
Light Manufacturing	X
Heavy Manufacturing	X
Warehouse/Distribution	X
Automobile Related	
Parking Facility, Public or Private [5, 6]	P
Service Station	C

1. Must be in tandem with a sit down restaurant.
2. Alcoholic beverage sales establishments are subject to Chapter 31-50 of the Municipal code. Restaurants (bona fide eating places whose predominant function is the service of a full range of food selections in a sit-down setting with table service and little, if any emphases on 'take out' food with onsite accessory sales of alcohol) may incidentally serve alcoholic beverages with meals without need of a Conditional Use permit.
3. Outdoor dining is subject to the standards described in Section 4.6.4.
4. Only permitted in Single Family Homes. See Zoning Code Section 30-11.3.
5. Parking structures shall comply with the standards in Subsection 5.15.6.
6. When not a part of a larger development, otherwise permitted.
7. Artisan manufacturing shall consist of all kinds of craftsman and light manufacturing uses, including welding, of less than 10,000 square feet.

Figure 3-16. Permitted Uses, Urban Flexible (UF) Zone.

Development Standards – Urban Flexible (UF)

3.7.4 Height	
Minimum	None
Maximum	2 floors, or 4 floors for residential
3.7.5 Setbacks	
Front Setbacks	0 ft. min., 10 ft. max.
Street Side Setback	5 ft. min., 10 ft. max.
Interior Side Setback	0 ft. min., 10 ft. min. adjacent to residential.
Rear Setback	10 ft.
3.7.6 Interior Lot Line Height Transitions	
Adjacent to Residential Use	45-degree plane starting 25' high at property line
Adjacent to Residential Use with Concession	60-degree plane starting 25' high at property line
3.7.7 Minimum Residential Unit Size	
Single Room Occupancy	200 sf
Studio	300 sf
1-bedroom	500 sf
2-bedroom	700 sf
3-bedroom	900 sf
3.7.8 Residential Open Space	
Common open space (for residents)	15% min. of site area.
Open space required per unit	150 sf and 30% attached to unit.

3.7.9 Minimum Parking Ratios

	Unrestricted	**Affordable**
1+ bedroom units	1	0.5
SRO/studio units	0.5	None
Senior Housing (any size)	0.5	0.5
Guest Parking	0.1	0.1
Commercial Office	3/1,000 sf	
Retail or Restaurant	3.5/1,000 sf	
Other uses	30% less than CMC Table 30-21.A	

Figure 3-17. Development Standards – Urban Flexible (UF).

4. Height.

A. Minimum height. There is no minimum height for new construction.
B. Maximum height. All new construction shall have a maximum height of two stories, with the exception of four stories for residential new construction.
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.

5. Setbacks, Projections, and Encroachments.

A. Front Setbacks. No front setback is required. Buildings must also not be set back more than ten feet.
B. Street side setback. Where the side of a lot abuts a public street, the building shall be set back no less than 5 feet and no more than 10 feet. Side frontages shall comply with frontage standards in Section 3.3.10.
C. Interior Side Setback. No interior side setback is required. Buildings must also not be set back less than ten feet, if the building is adjacent to residential.
D. Rear Setback. The minimum rear setback is ten feet.
E. 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.
F. No projection shall be less than 9 feet above sidewalk grade, except for A-frame signage.
G. Projections into applicable setback areas are permitted as described in Figure 3-18 (Projections into Setback Areas). No projection shall be over a roadway or alley (sidewalk exempted).

Projections into Setback Areas				
Projection	**Front**	**Rear**	**Side**	**Street Side**
Arcade	10	N	N	10
Architectural Features	3	3	3	3
Balcony	7	6	6	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

Figure 3-18. Projections into Setback Areas.

H. 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.

6. Interior Lot Line Height Transitions.

A. Wherever 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.
B. When a project utilizes a Public Benefit Concession to increase the transitional height pursuant to Section 3.12, wherever an interior lot line abuts a residential use 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 60-degree angle toward the interior of the new development site.



Required interior lot line height transition under base (left) and public benefit concession (right) standards.

7. 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, 500 square feet for one-bedroom units, 700 square feet for two-bedroom units and 900 square feet for three-bedroom units.

8. Residential Open Space.

A. All projects containing a residential component shall include a common open space for residents, 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, balconies, or commercial establishments if desired.
B. A minimum of 150 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. A minimum of 30% of this requirement shall be met through private open space which is attached to the unit, such as balconies or private patios.

9. Minimum Parking Ratios.

A. The minimum number of parking spaces required is given in Figure 3-17.
B. Affordable residential unit parking ratios apply only to units which have a recorded

affordability covenant to serve households making 80% of area median income or less for at least 30 years.

10. Frontage Types.

A. Buildings in the Urban Flexible zone are not subject to frontage type standards from other zones but are subject to the Standards for Active Ground Floor Design (Section 3.9).

3.8 Frontage Standards

Figures 3-19 to 3-26 give standards for the allowable frontage types.

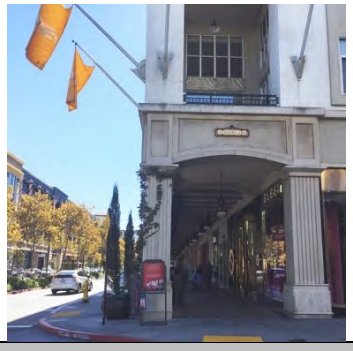
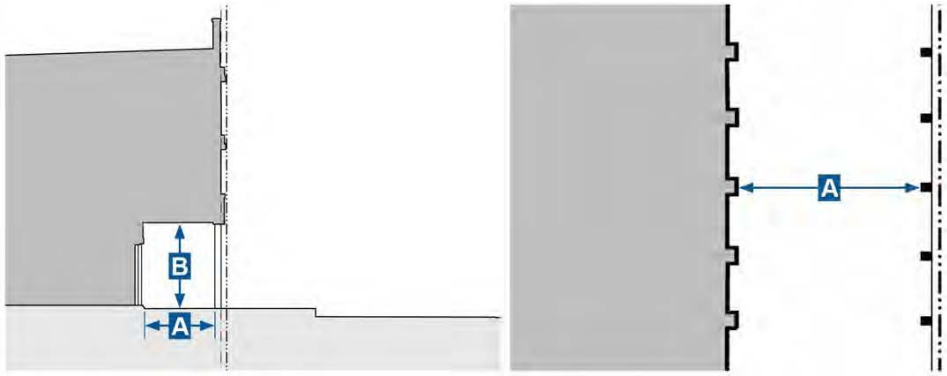
Arcade	
Description	
A covered walkway located entirely on private property with habitable space above. This frontage type provides adequate protection from the elements (e.g. shade) and circulation space for pedestrians and is intended for buildings with active ground floor uses and along public open spaces and enhanced pedestrian streets.	
Standards	
	
Depth, Clear (A)	10 ft min.
Ground Floor Height, Clear (B)	14 ft min.
Miscellaneous	
The ground-floor façade of the building, under the arcade, shall be a shopfront and comply with all standards of the shopfront frontage type, except as these may conflict with the standards noted here for the arcade frontage type.	
Shall have consistent depth along the frontage.	

Figure 3-19. Arcade Frontage Standards.

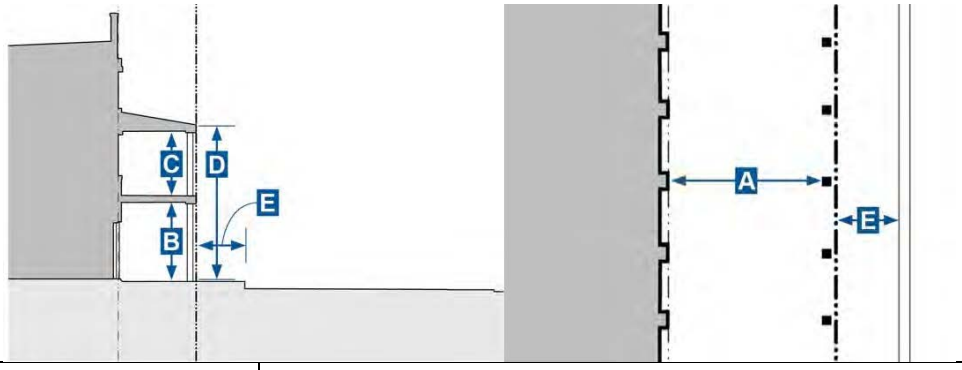
Gallery	
Description	
The main façade of the building is near the right- of-way and the projecting gallery element encroaches into the sidewalk of the right-of-way. This frontage type is intended for buildings with active ground floor uses and may be one or two stories.	
Standards	
	
Depth, Clear (A)	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	
The ground-floor façade of the building, under the gallery, may be either a shopfront or a lobby frontage type. It shall comply with all standards of the chosen frontage type, except as these may conflict with the standards noted here for the gallery frontage type.	
Shall have consistent minimum depth along the frontage.	
May project over the sidewalk, with an encroachment permit and maintain 4 ft of clear sidewalk abutting the curb face. Restrictions on blocking pedestrian access apply.	

Figure 3-20. Gallery Frontage Standards.

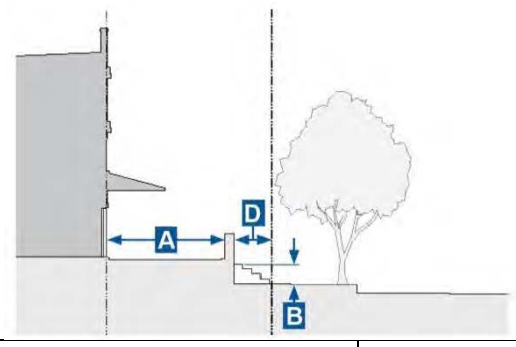
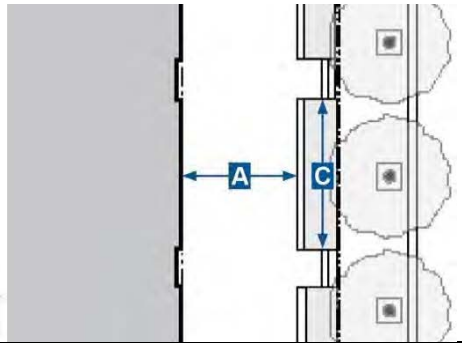
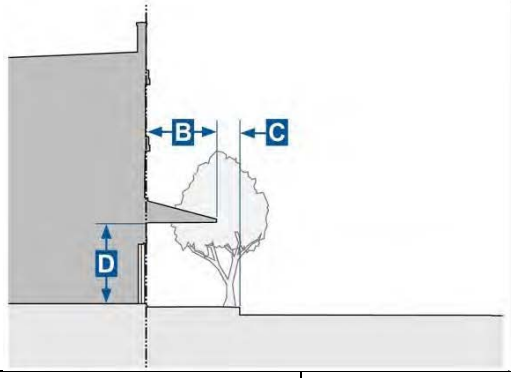
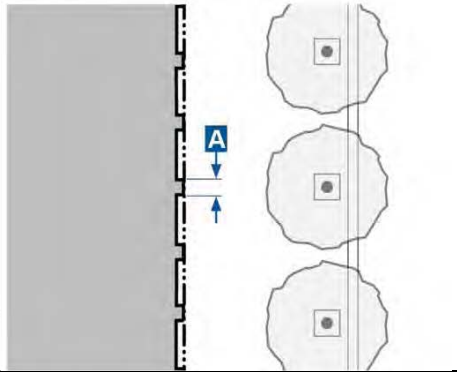
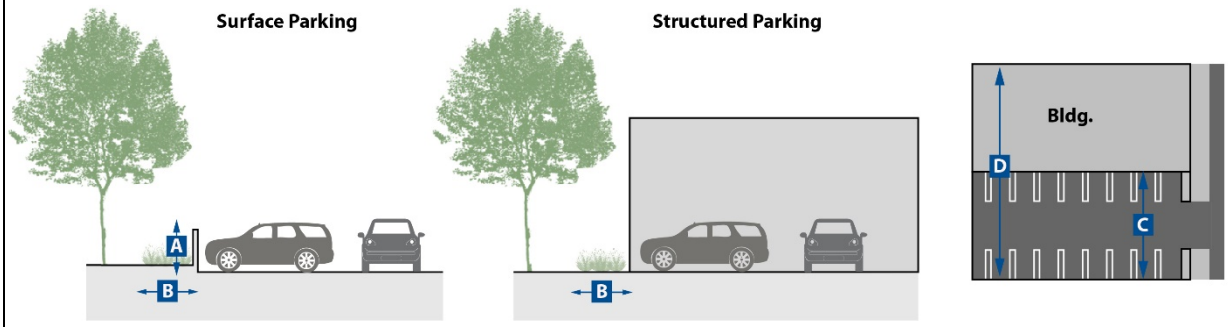
Terrace	
Description	
The main façade of the building has an elevated terrace that projects outward and engages the sidewalk with frequent stairs. This frontage type allows at-grade access to elevated ground floor uses due to natural grade constraints or by artificially elevating the terrace floor. This 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	
The ground-floor façade of the building, along the terrace, may be either a shopfront or a lobby frontage type. It shall comply with all standards of the chosen frontage type, except as these may conflict with the standards noted here for the terrace frontage type.	
Reasonable accommodation shall be provided as appropriate.	

Figure 3-21. Terrace Frontage Standards.

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	60% min.
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.	

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, subject to the conditions given below.	
Standards	
	
Parking Facility Width (C) as a function of Lot Width (D)	40% max, up to 200 ft.
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.	
Structured parking garage frontages shall be screened or enhanced as described in Section 4.5.	
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.	

Figures 3-22 and 3-23. Shopfront and Parking Frontage Standards.

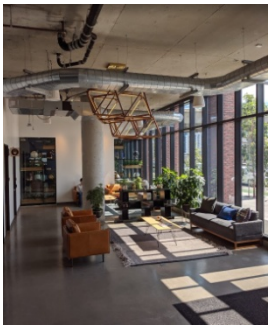
Lobby	
Description	
This frontage type is intended for office or residential uses which are accessed through a primary building entry located directly on the sidewalk. In office developments, common space areas are oriented toward the street in order to ensure compatibility with a transparent frontage.	 
Standards	
	
Depth, Recessed Entries	4 ft min.; 8 ft max.
Optional Planting Width (B)	0 ft min., 4 ft max. On Compton Blvd, any frontage landscaping must be located in a planter.
Transparency, Ground Floor	60% (Compton Walk) 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.	

Figure 3-24. Lobby Frontage Standards.

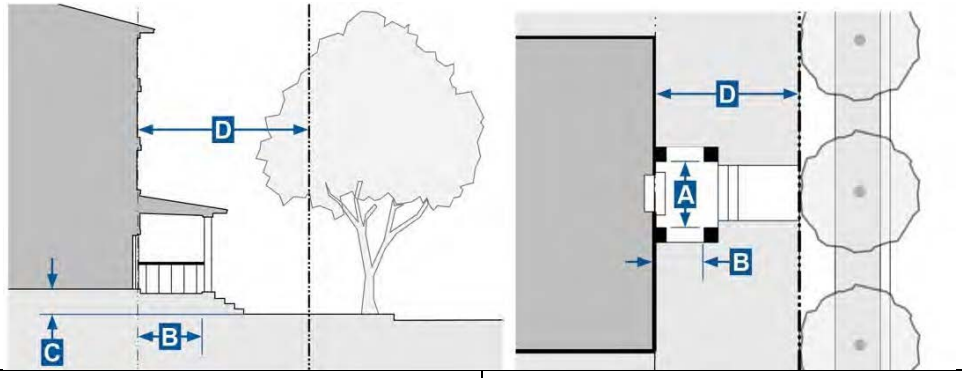
Stoop/Porch	
Description	
The main façade of the building is near the right- of-way and the stoop engages the sidewalk. Larger stoops can provide important residential open space and "eyes on the street." This frontage type is elevated above the sidewalk to ensure privacy within the building. The entrance is usually an exterior stair and landing.	
Standards	
	
Width, Clear (A)	6 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)	As prescribed by the development standards applicable to the zone. However, maximum setback may be exceeded by up to 5 ft.
Stoop/Porch Setback from Right-of-Way (E)	3 ft min. Maximum is the maximum prescribed by the zone, but not greater than 15 ft.
Miscellaneous	
Reasonable accommodation shall be provided as appropriate.	
Stairs may be perpendicular or parallel to the building façade.	
Entry doors shall be covered or recessed.	
All semi-subterranean parking areas shall be hidden with landscaping.	

Figure 3-25. Stoop/Porch Frontage Standards.

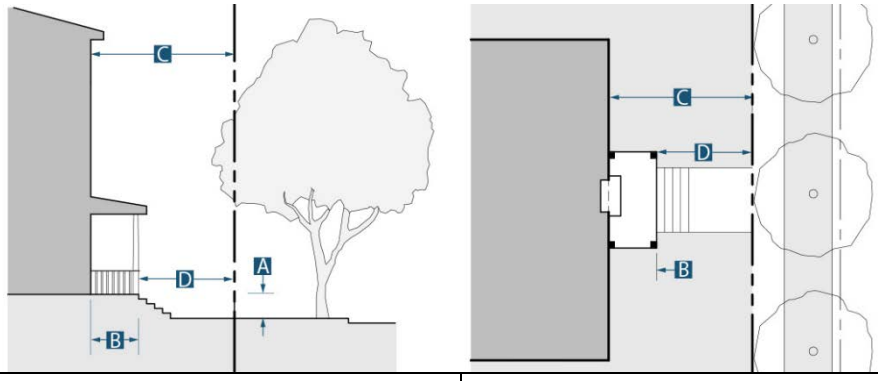
Front Yard	
Description	
The yard frontage type corresponds to residential buildings whose flat, landscaped area serves as a transition between the public and private realm. It is typically used to emphasize commonality with the design of existing lower-density residential neighborhoods and is especially appropriate on local streets occupied by single-family homes, with a yard depth similar to the prevailing design. Low fences and porches are optional elements which may be added to residential buildings with yard frontages.	
Standards	
	
Fence Height, Level above Sidewalk (A)	3 ft max.
Porch Depth, Clear (B)	6 ft min.
Building Setback from Right-of-Way (C)	15 ft min, max can exceed zone max. by 2 ft if porch is used
Stoop/Porch Setback from Right-of-Way (D)	10 ft min.
Miscellaneous	
The use of fences and porches are optional.	
The use of drought – tolerant ground coverings are highly encouraged.	
A primary pedestrian pathway shall be provided directly from the sidewalk to the primary entrance of the structure.	

Figure 3-26. Front Yard Frontage Standards.

3.9 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, the rear of the building, or interior open spaces.
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. Within the Downtown Core (DC) and Downtown Transition (DT) zones, 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 of street frontage. On-site loading areas may be accessed separately, but shall include no more than one per land use, and not be visible from the street.

3.10 Public Art Requirements

A. Purpose. The design of buildings in Downtown Compton should express the unique culture of the City. As a result, public art should be included in each project.
B. Any project which is subject to design review and has a valuation which equals or exceeds one million dollars ($1,000,000), shall provide public art valued at 0.5% of the project's total valuation
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. This public art shall be located outdoors and be visible from a public street.
E. A preliminary description of the artwork shall be submitted with the application for a design review permit. All conceptual designs for public art shall be submitted with the project plans to be approved with the initial design review or CUP. Within the conceptual design submission should be details regarding the type and theme of the public art.

3.11 Inclusionary Zoning Requirement

A. All residential projects containing more than twenty (20) residential units shall demonstrate that a minimum of 5% of units are deed-restricted affordable housing secured by covenants of at least 55 years for low-, very-low or extremely-low income households.

3.12 Public Benefit Concessions Menu

A. Purpose. The purpose of this section is to incentivize the provision of development features that create public benefits but may not of themselves generate sufficient income to be financially feasible. This section provides a menu of by-right concessions that can be requested by the applicant in exchange for the provision of some of these benefits.
B. Relationship to State Density Bonus Law. An applicant who seeks incentives per the following shall not take advantage of the concessions, waivers or other incentives described in CMC 30-47.5 or other concessions in State Density Bonus Law.
C. Public Benefits. Concessions shall be granted for the following public benefits:
    I. Affordable Housing. Deed-restricted affordable housing units secured by covenants of at least 55 years for:
        a. 3% extremely low income, 6% very low income, 15% low income or 25% moderate income units: one concession
        b. 6% extremely low income, 10% very low income, 20% low income or 40% moderate income units: two concessions
        c. 100% affordable housing with maximum income levels of 80% low income and 20% moderate income units: four concessions. Per Section 3.2.7.D, these projects are not subject to Tier 2 Design Review.
D. Publicly Accessible Open Space. Privately maintained open space that is open to the general public for use from at least 6:00 am to 10:00 pm every day. The open space is required to be monitored by 24-hour security. Said open space(s) must cover at least 3% of the project site. Each countable plaza must have a minimum dimension of 25 feet: one half concession. Concessions shall not apply to any open space that is required.
E. Public Gathering Space. Direct provision of a library, community meeting room or other space which is open for public use and gatherings without charge and is of at least 500 square feet in size: one half concession
F. Offsite Streetscape Amenities. Installation of landscaping, trees, benches, curb work,

bike lanes, etc. described in this Plan which are not located on the public right-of-way immediately abutting the project site: one half concession per 1% of project cost invested, to a maximum of one concessions

G. Public Parking. Parking spaces signed and managed as public parking that are in addition to the requirements of this chapter, at least 10% of total project parking and at least 20 spaces: one concession

H. Provide a 24 hour onsite shuttle bus for residents: two concessions.

K. Concessions. The following concessions are available:

I. Height. Each concession is worth a one-story bonus over 50% of the building footprint. Maximum is two stories greater than the base height limit.

II. Interior Lot Line Height Transitions as described in Sections 3.3 through 3.7.

III. Elimination of on-site loading requirements

IV. Count on-street parking spaces as part of parking requirement.

3.13 Signage Standards

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.

C. Regulations should apply to Downtown Core, Downtown Transition, and Neighborhood Corridor zones only. Elsewhere citywide standards apply.

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.

B. Neon Signs

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

II. Exposed neon sign lighting is considered a building design element for nighttime entertainment uses and restaurants. Signs in neon are subject to the sign codes in section 30-22.

III. Hours Permitted. Exposed neon sign lighting must be turned off daily at the close of business.

C. Electronic Changeable 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 Sign.

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 in addition to the business name provided that each message is displayed for no less than 8 seconds.

III. Night-time Brightness.

a. Automatic Controls. Electronic changeable copy 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 Department Director.

c. Hours Permitted. Electronic message signs must be turned off daily at the close of business.

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. 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.

C. Review Authority. The sign program shall be submitted and approved as part of the applicable design review procedure.

D. 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.

E. Flexibility. After consultation with the Architectural Review Board, the Community Development Department 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.

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 STATUARY - Shall mean a three-dimensional imitation or representation of a person or thing which is designed to promote or represent a commercial enterprise.
F. ADVERTISING STRUCTURE - Shall mean a structure of any kind or character erected, used, or maintained for outdoor advertising purposes, upon which any poster, bill, printing, painting, or other advertisement of any kind whatsoever may be placed.
G. ANIMATED OR MOVING SIGN - Shall mean a sign which uses movement, lighting, or special materials to depict action, movement, or rotation.
H. APPROVING AUTHORITY - Shall mean the administrative, appointed or legislative agent or body with primary responsibility for approval of a sign permit.
I. 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.
J. AUDIO - Shall mean the inclusion in a sign of any sound emitting mechanism or production of sound from a sign.
K. 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.
L. 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.
M. BENCH/TRANSIT ENCLOSURE SIGN - Shall mean a sign displayed on a transit bench or on any surface of a transit enclosure.
N. 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).
O. BUILDING FACE OR FRONTAGE - Shall mean that portion of a main building most nearly parallel to a street or parking area.
P. 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.
Q. 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.
R. CANBINET 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").
S. CANOPY SIGN - See "awning sign."
T. 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").
U. 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.
V. CHANNEL LETTER - Shall mean three dimensional individual letters or figures affixed to a building, raceway, or other sign structure.
W. 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.

X. 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.

Y. 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.

Z. 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.

AA. 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."

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

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

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

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

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

GG. 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.

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

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

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

KK. 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). Inflatable signs are prohibited.

LL. 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.

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

FUTURE FACILITY/BUSINESS SIGN

NN. 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.

OO. GROUND SIGN - Shall mean a very low profile, freestanding sign oriented parallel to the

ground, which maintains essentially the same height throughout its length.
PP. HEIGHT - Shall mean the vertical distance from the natural grade beneath a sign measured to the highest point of the sign, including embellishments.
QQ. ICON SIGN - Shall mean a sign designed to resemble the product or service (e.g., donuts, keys, or shoes) offered on the premises.
RR. 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.
SS. 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.
TT. 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.
UU. 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.
VV. KIOSK - Shall mean a vertically oriented sign, typically with multiple faces, which is intended primarily to provide information to pedestrians.
WW. LEGALLY NONCONFORMING SIGN - Shall mean a sign which was legally established but no longer conforms to the provisions of this section.
XX. LOGO SIGN - Shall mean a licensed, certified, copyrighted, or trademarked name, symbol, feature, or trademark that represents a business, enterprise, group or activity.
YY. 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.
ZZ. 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.
AAA. DRIVE THRU MENU BOARD - Shall mean a sign on the premises of a drive-thru restaurant which identifies the type and cost of available food items.
BBB. MONUMENT SIGN - Shall mean a low profile, freestanding sign with a solid or primarily solid support base.
CCC. MULTI-FACED SIGN - Shall mean a sign containing three or more faces.
DDD. 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).
EEE. 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").
FFF. 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.
GGG. NEON SIGN - Shall mean a sign which utilizes neon or other gases with translucent tubing in or on any part of the sign structure.
HHH. 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.
III. 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).
JJJ. POLITICAL ELECTION SIGN - Shall mean a temporary sign used in connection with a local, State, or national election or referendum.
KKK. 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.
LLL. 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.
MMM. 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.
NNN. 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.
OOO. 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.
PPP. 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.
QQQ. 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.
RRR. 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.
SSS. 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, illuminati n or projected image.
TTT. SIGN FACE - Shall mean the exterior surface of a sign, exclusive of structural supports.
UUU. SIGN PERMIT - Shall mean a permit issued by the Department of Building and Planning for installation of a sign.
VVV. 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.
WWW. SIGN STRUCTURE - Shall mean the structural supports, uprights, bracing and decorative skirting for a sign.
XXX. 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.
YYY. 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.

ZZZ. 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.

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

BBBB. 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.

CCCC. 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.

DDDD. 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.

Sign Matrix			
Sign Type	**Maximum Number**	**Maximum Area**	**Other**
Façade: Wall or Canopy			
Business or Center 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 conjunction with the Surface Parking frontage type Not permitted on the Compton Walk Frontage
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 conjunction 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 Department Director

Figure 3-27. Sign Matrix.

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	

Figure 3-28. Permitted Signs.

Chapter 4: Design Guidelines

4.1 Introduction and Use of Design Guidelines

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

2. The chapter will be used as a guide for Design Review by the appropriate review bodies (Tier 1 – Community Development Department Director; Tier 2 – Planning Commission), described in Section 3.1, 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.

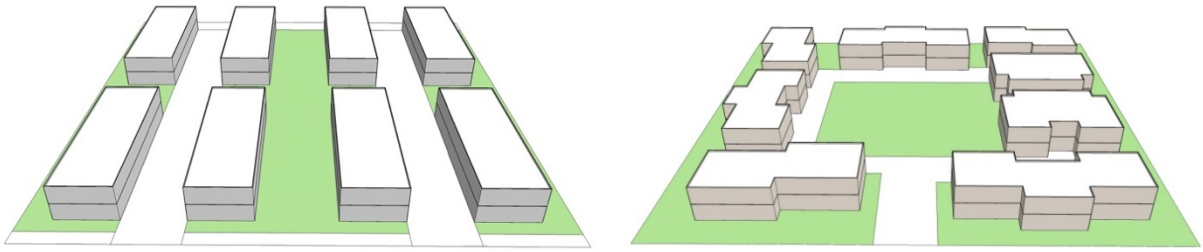
3. Guidelines below are organized by functional topics and apply to all multi-family residential, commercial, and mixed-use construction.

4.2 Building Siting and Orientation

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

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

3. 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 (left) and encouraged orientation of buildings to create usable open space (right).

4.3 Building Modulation and Articulation

1. 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.

2. 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 design elements such as varying building heights within a project, providing a deep notch between the modules, varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type), providing porches/balconies, and varying colors/materials of each module within a harmonious palette of colors materials.

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

4. Buildings with angled corners, plazas, or other architectural features 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. Additional flexibility in heights is available per the Administrative Relief procedure described in Figure 3-2.

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



Vertical Articulation (left) and Horizontal Articulation (right).



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

4.4 Architectural Theme, Materials, Finishes, and Color

1. 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 Section 3.13.

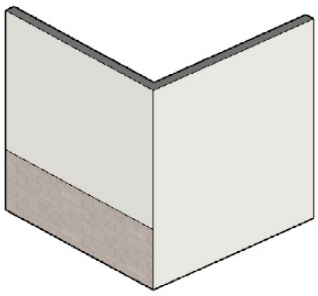
2. The architectural style and use of materials should be consistent throughout the entire development. Differences in materials and details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s). High-quality, innovative, and imaginative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

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

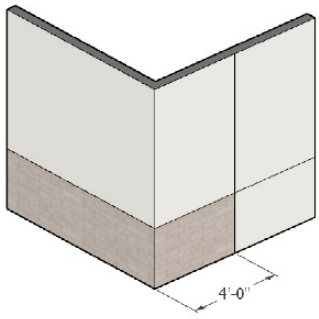
4. High-quality materials and finishes appropriate to the architectural style, scale, character, and design theme of the building should be used. Materials, finishes and colors should unify a structure's appearance and be selected to work harmoniously with each other. Exterior design and building materials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

5. 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".

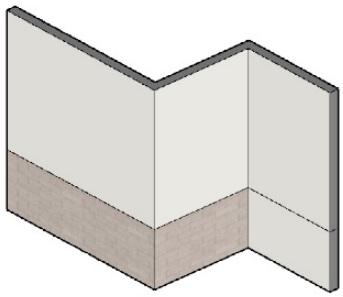
6. Material changes shall not occur at building corners. The same material shall continue around corners for a minimum distance of ten feet. Ideally, the same material should continue to the next change in the wall plane.



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

4.5 On-Site Circulation

1. 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.

2. 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.

3. 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.



Walkway lighting (left) and speed table across local street connecting plazas and walkways (right).

4.6 Parking Facility Design

1. All public and commercial parking facilities should be well-signed.
    A. Parking structures 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 Figure 3-23.
    B. When structures are standalone (not located within the podium of a building), they are subject to the design standards in Section 5.15.6.
    C. The massing and architectural design of parking structures 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 structures should have openings for natural lighting and ventilation and demonstrate a unified aesthetic on the exterior façade using complete or half-height trailing, spandrels, curtain wall, window wall, living green walls, louvers, or etc. Infill walls should have openings compatible in aesthetics with the adjacent buildings.
    E. Vehicular access to parking facilities should be designed so as not to obstruct free flow of traffic on adjoining public streets. Vehicular entrances and exits should be no wider than necessary to accommodate anticipated traffic and be located so as to minimize turning movement conflicts as vehicles enter and exit the structure.
    F. Pedestrian access points to the parking facility should be located to avoid pedestrian/vehicle conflicts.




Parking structures with individual windows and complementary materials (left). Parking structure with a shopfront frontage type and outdoor dining (right).

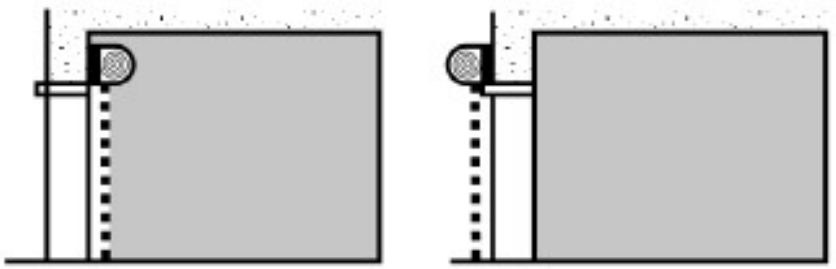



Source: GSky Plant Systems, Inc. (left). Source: Moore Ruble Yudell Architects (right).

4.7 Façade Enhancements and Activities

1. 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.

2. 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.



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

4. 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 4 square feet per side and no taller than 3' high.



Patio dining facing sidewalk (left) and facing interior open space (center), sidewalk dining (right).

B. Approval of Encroachment Permit is required from the Public Works Department.
C. Along the Compton Walk, the outdoor dining area is restricted to the "spill-out zone" as defined in Section 5.3. Along other streets, the outdoor dining area must maintain at least six feet of unobstructed sidewalk.

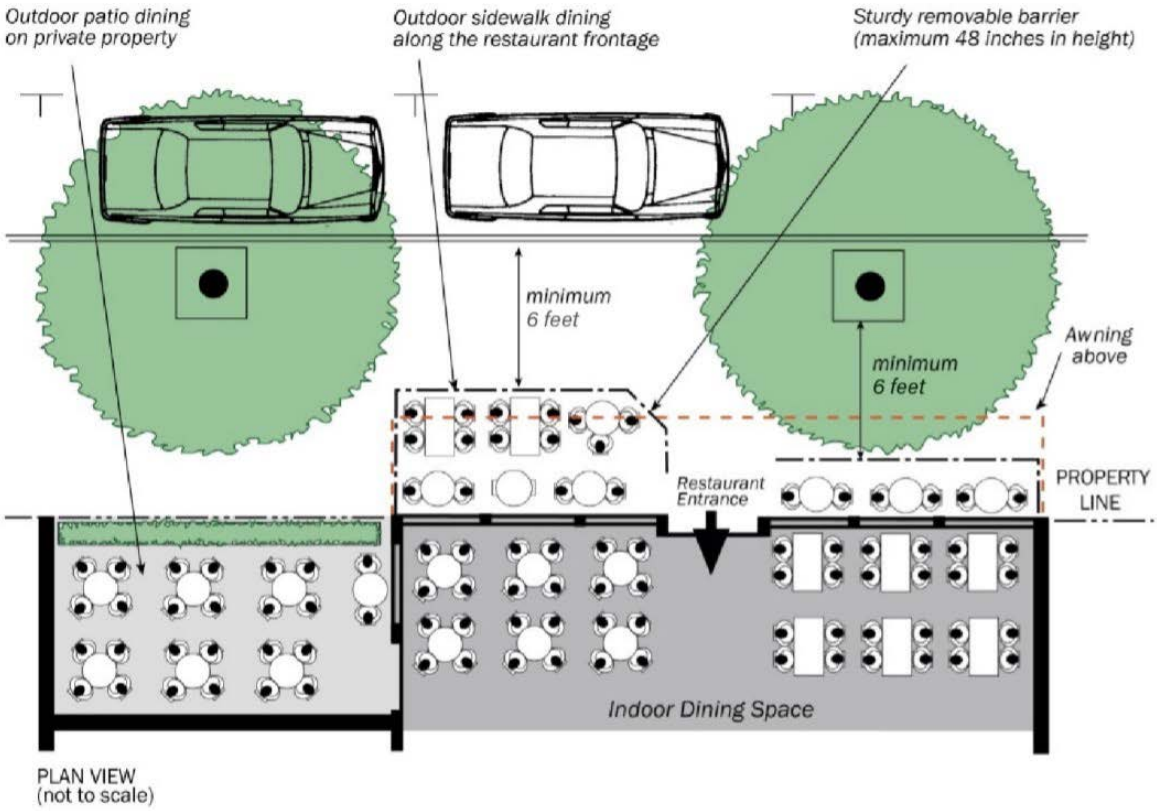


Figure 4-1. Outdoor dining standards for areas other than the Compton Walk.

4.8 Residential Open Space and Amenities

1. 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.

2. Common open space areas shall contain amenities appropriate to the project's size; e.g., a barbeque area for smaller projects and pools, recreation buildings, or rooms 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.

3. Common amenities should be sufficient for and appropriate to the project's target population.

4. 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 (left). Child play spaces protected from streets and non-residential uses (right).

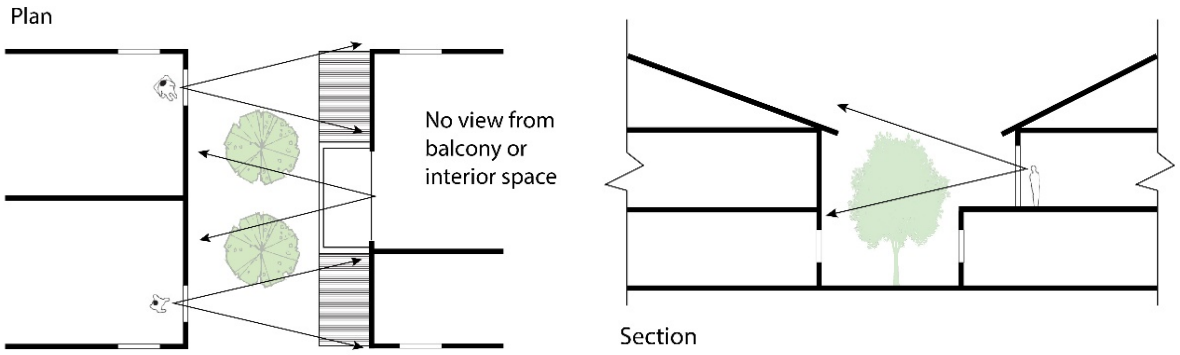
4.9 Residential Privacy

1. 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.

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

3. 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 sight 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 to minimize 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.

4. 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).



4.10 Green and Active Roofs

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

2. 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.

3. 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.

4. 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.

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




Vegetated green roofs (left) and solar parking garage roofs (right).



Rooftop bar with planters separating habitable space from the edge.

4.11 Walls and Fences

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

2. 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.

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

4. 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.

4.12 Exterior Lighting

1. 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.

2. 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.

3. 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.

4. Accent lighting should be used to draw the eye to important features, complement architectural details, and enhance the enjoyment of the nighttime environment.

4.13 Outdoor Service, Storage, and Loading Areas

1. 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.

2. 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.

3. 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.



Outdoor service area accessed from shared alley and concealed from view (left) and downward-directed lighting (right).

4.14 Compton Walk Placemaking

The following principles and guidelines are intended to be used by developers and the City to supplement the Compton Walk base streetscape conditions described in Section 5.3 with a yet undefined range of new programming and placemaking interventions intended to pour life into The Walk experience and provide a personalized approach reflective of Compton. These guidelines are envisioned to spark the need to undertake additional projects addressing a comprehensive look at placemaking and experiential development on The Walk. These guidelines are also intended to be used as part of a review/approval process to incorporate more localized, one-off additions to the streetscapes by adjacent businesses and property owners. The magic of the Compton Walk will come with a range of programming and elements, some ephemeral and changing, to promote discovery and exploration.

Streetscape Experiences Customized by Compton

Building on the base 'Score Sheet' streetscape, the Compton community will be encouraged to compose its own melody of artistic, historical, and interactive elements which will be the focus of a journey through cultural Compton. The process of developing the placemaking will need to be highly inclusive and consider a range of perspectives, weaving different elements and layers together to create a cohesive song of experiences. A strong community engagement process is encouraged to ensure all voices are heard and registered in composing a vision for The Walk.

Streetscape Programming and Placemaking Features

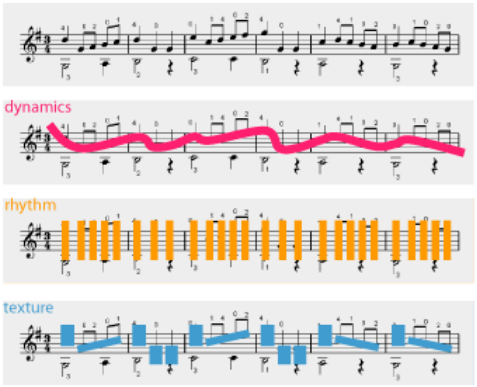
A composition of streetscape programming, art, placemaking, and other ideas will be important layers for Compton Walk to be able to tell its own story and unify an overall walk experience. These layers may include a regular rhythm of elements to hold the streetscape together and other unique, localized placemaking moments to promote further exploration and discovery.

Goals for programming and the development of placemaking along The Walk:

- Develop a range of elements and placemaking that cater to the needs of abutting businesses, the general resident community, the historic community, the creative community, and outside visitors with the goal to serve as broad of a range of user types as possible and in turn increase vibrancy.
- Provide a variety of activities for different types of users, activities, and times of day, also to increase vibrancy.
- Balance elements made to pay tribute to the past with creative, forward-thinking elements and messaging for the future.
- Educate people about the lesser-known stories of Compton's past, while also responding to the general public's love for famous members of the community.
- Provide a range of element types, including vertical elements, multi-media, and lighting to provide visual strong interest.



A range of program types encourage to create vibrancy. A regularly spaced rhythm of program elements to unify the streetscapes (left), one-off placemaking interventions and art (right)



This visualization shows how different combinations of programming (notes) can create very different experiences (songs) along the Compton Walk streetscape and is encouraged.

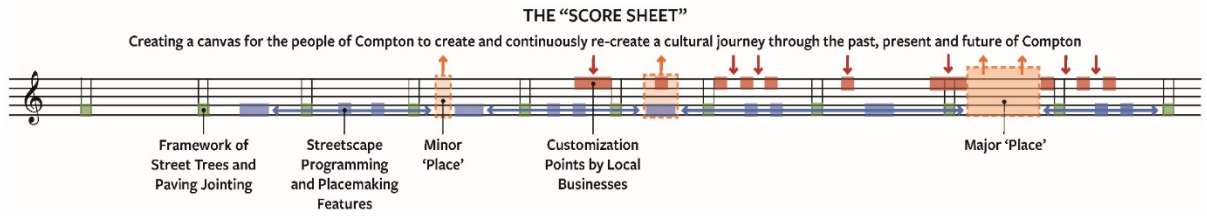


Figure 4-2. Streetscape 'Score Sheet' Programming Concept.

4.15 Compton Walk Private Development Interfacing

The following principles and guidelines are intended to be used by developers and the City to better connect adjacent private development to The Walk in a way that feels more seamless, purposeful, and intended with the base streetscape conditions as described in section 5.3. Connection points to adjacent development will provide important beacons along The Walk and gateways to businesses that are activating the streetscape experience. These guidelines are intended to be used as part of a review//approval process for developer/business owner proposals.

Minor 'Places'

This guideline will allow for and encourage local businesses to utilize portions of The Compton Walk streetscape to better engage with the overall walkway experience and promote a clearer connection and gateway to those businesses. Outdoor dining operations, unique business paving and patterning, and other business improvements will be allowed to push out into the edges the streetscape, identified as Streetscape Zone C and subject to the standards presented further in **Section 5.3.**

A series of these smaller enhanced streetscape spaces are envisioned to dot the Compton Walk and act as 'breadcrumbs' for encouraging further exploration and discovery throughout the downtown. Minor 'Places' will be distinguished from the rest of the streetscape with artistic or special paving elements related to the adjacent business operations. Minor 'Places' would be located at key streetscape nodes or building entries to mark adjacent destinations and access points. Several suggested locations have been identified in **Figure 2-10** in red with provisions in gray for others to be implemented over time.





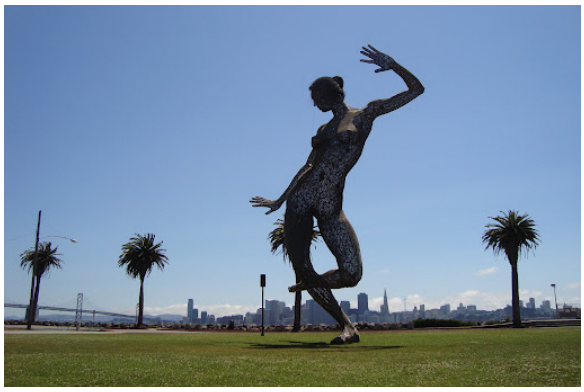
Source: The Apollo Apartments



Major 'Places'

The Compton Walk will provide important connections to the downtown's key civic spaces and parks, which will be experienced as Major 'Places' as part of a comprehensive walk experience. Large, iconic programmatic elements, events, art celebrating Compton greats, and vibrant civic spaces will be featured at these locations to help focus the energy of the downtown at its most important centers. Some of the downtown locations identified for Major 'Places' include, but are not limited to:

- MLK Memorial Plaza (Civic Center) – see Section 2.4
- Metro Plaza (adjacent to Compton Station) – see Section 2.5
- Corner of Compton Blvd. and Tamarind Ave. – see Section 2.5
- Alameda East Greenway Gateway – see Section 2.9
- Willow Plaza – see Section 2.6





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Chapter 5: Mobility, Parking and Street Standards

5.1 Mobility Goals and Strategy

The Compton Station Specific Plan will create an environment that facilitates and prioritizes use of public transit, walking, and biking as means to get into and around the center of Compton. These modes of transportation are space efficient and enable more people to be brought into the downtown area to engage with businesses, culture, and the urban environment in general. Less land is dedicated to roadway space and parking lots, and instead it is repurposed for productive uses.

This chapter lays out physical modifications to streets, a parking strategy and mobility-focused regulations on private development which implement the following Specific Plan key actions described in Chapter 1:

Goal #2: A safe and well-maintained Downtown where people enjoy public space.
Action 2.6: Design streets that are intended for pedestrian activity and low speeds.
Action 2.7: Address the safety of streets and intersections, including the streets located along the Metro A Line and Alameda rail corridors.

Goal #4: A station area which promotes public health and sustainability, and provides calm and attractive networks for walking and biking.
Action 4.1: Improve first/last mile access to the Metro A Line (Blue) Compton Station with additional infrastructure and programs that support walking, biking, and rolling.
Action 4.2: Create a diversity of streets supportive of different modes of transportation, and develop facilities for those modes of transportation along the appropriate streets.
Action 4.3: Reconfigure Willowbrook Avenue to reduce safety concerns, improve wayfinding and add low-stress bicycle facilities.
Action 4.4: Develop a greenway on Alameda Street East for recreational/exercise and transportation uses.
Action 4.5: Reduce minimum parking requirements to encourage residents to travel less by car.
Action 4.6: Use existing and new parking structures to create a shared parking district where residents, employees and visitors can park once and circulate around Downtown on foot.

5.2 Street Network

Figure 5-1 shows the street network for the Specific Plan area, with particular attention to the corridors which this plan proposes modifying. Each of these corridors is described in detail in the sections that follow: Compton Walk/Compton Boulevard Narrowing (Section 5.3), Willowbrook Avenue Couplet (Section 5.4), Alameda East Greenway (Section 5.5), Acacia Avenue Restriping (Section 5.6), and Commercial Core New Streets Network (Section 5.7).

Each of these corridors is proposed to be modified to create a more walkable, bikeable, and transit-oriented station area; however, these corridor modifications also occur within a framework of key access roadways which are the focus for travel into and through the Specific Plan area. As streets designated by the City of Compton General Plan as Major Highways, Rosecrans Avenue, Alameda Street, and Santa Fe Avenue are in particular critical to accommodating vehicular traffic in the Specific Plan area.

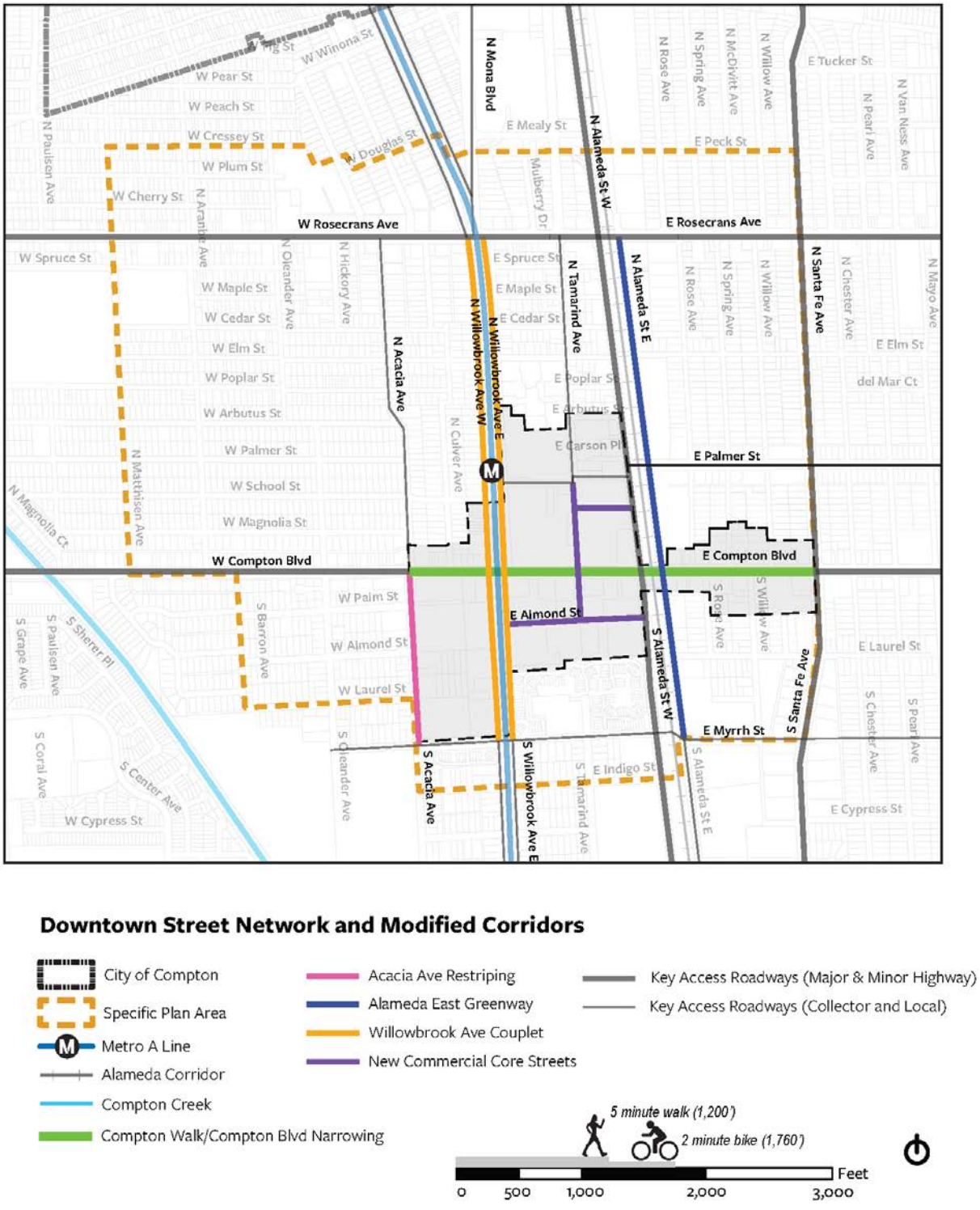


Figure 5-1. Downtown Street Network and Modified Corridors.

5.3 Compton Boulevard

Compton Boulevard between Acacia Avenue (west) and Santa Fe Avenue (east) will be restored as the centerpiece of Downtown Compton and will feature a new Compton Walk experience, further described in Section 2.7 and Sections 4.14 and 4.15. As a true downtown destination, Compton Boulevard will be a place for visitors to slow down, park, walk, and explore. Corridor improvements will deprioritize regional pass-through vehicular traffic and give an increased priority to localized pedestrian walkability and active transportation.

Sidewalks will be widened on both sides of the streets in exchange for a narrowing of the Compton Boulevard roadbed. Class IV protected bike lanes will be provided to encourage cyclists, skateboarders, and other rolling mode users to access Downtown Compton. On-street parking will remain and be interspersed with intermittent loading zones for enhanced curb-side management.

Compton Boulevard's current vehicular flow is near the recommended capacity for a proposed reduced-width street. Although some redistribution of traffic is anticipated, Figure 5-3 demonstrates that parallel streets have sufficient capacity to accommodate the extra vehicular flow.

The redesign of Compton Boulevard may be triggered by new redevelopment projects along the corridor or by City action. As described in Section 2.7, the Compton Walk's base streetscape improvements (described further below) should be constructed by developers together with the project. Customizable historic, art and placemaking elements may be proposed and constructed at the time of project construction by the developer or tenant business, or they may be proposed by the City of Compton as part of a larger district-wide design effort.

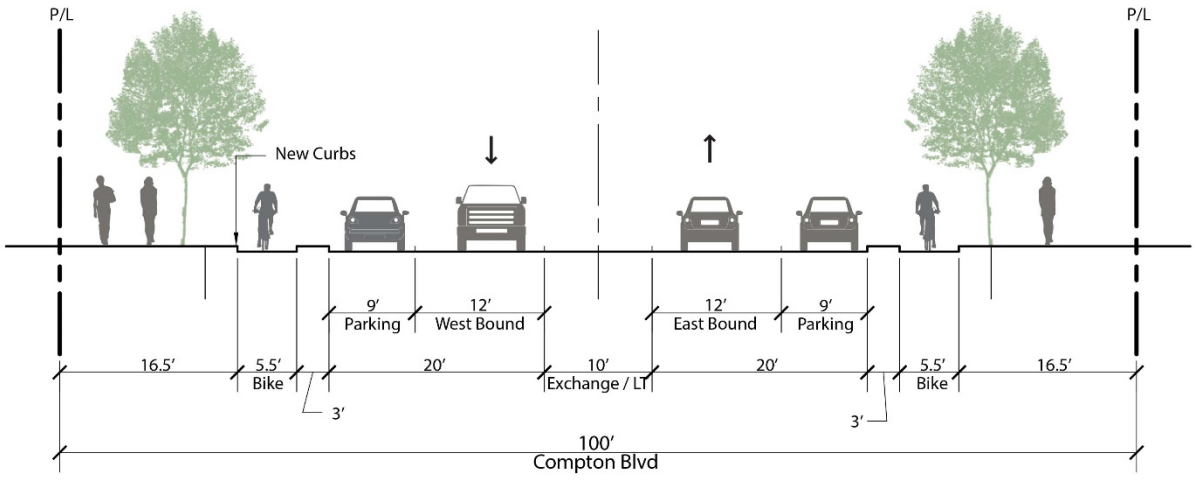


Figure 5-2. Compton Boulevard Typical Cross-Section - Acacia Avenue to Santa Fe Avenue.

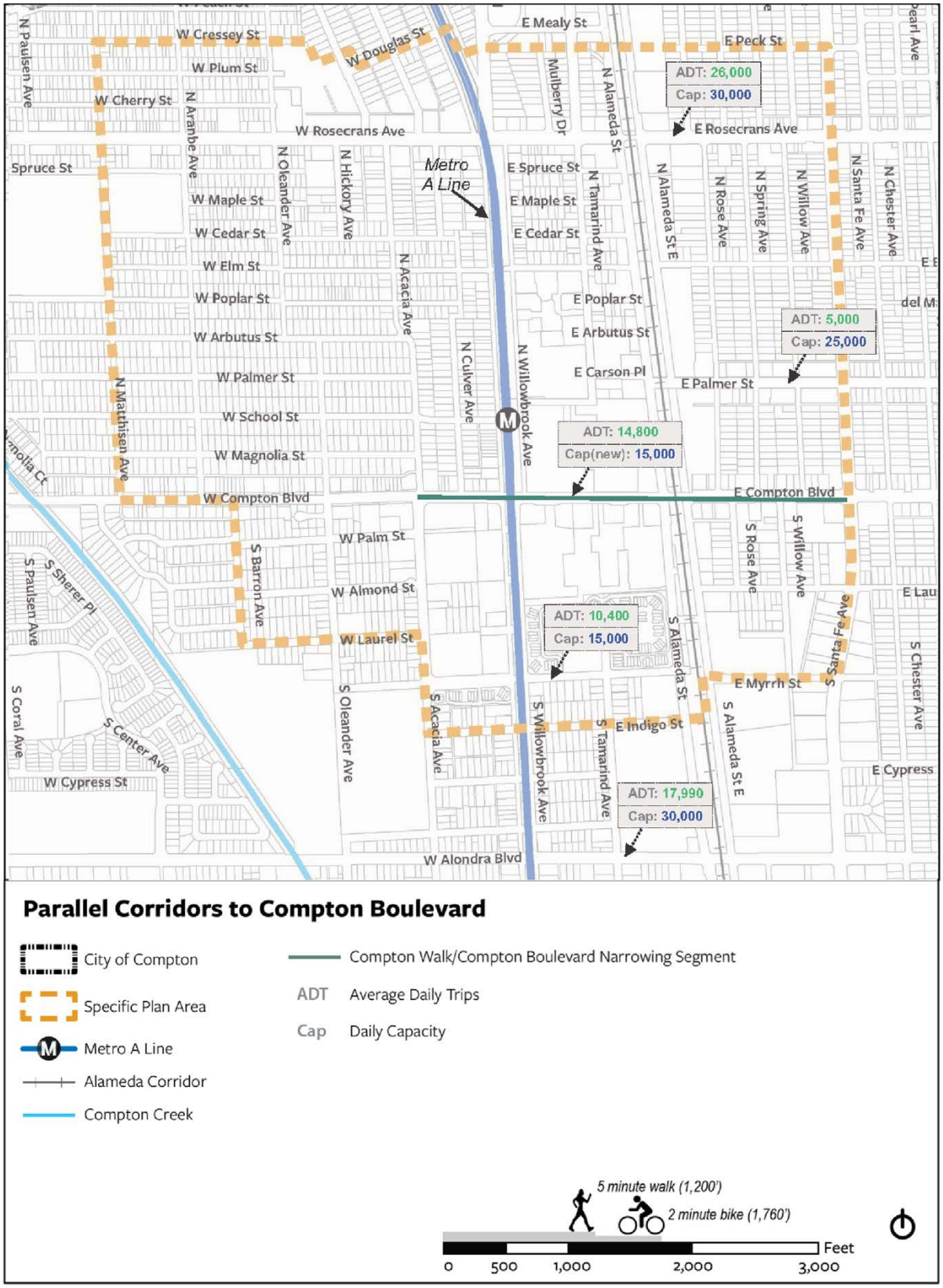


Figure 5-3. Parallel Corridors to Compton Boulevard.

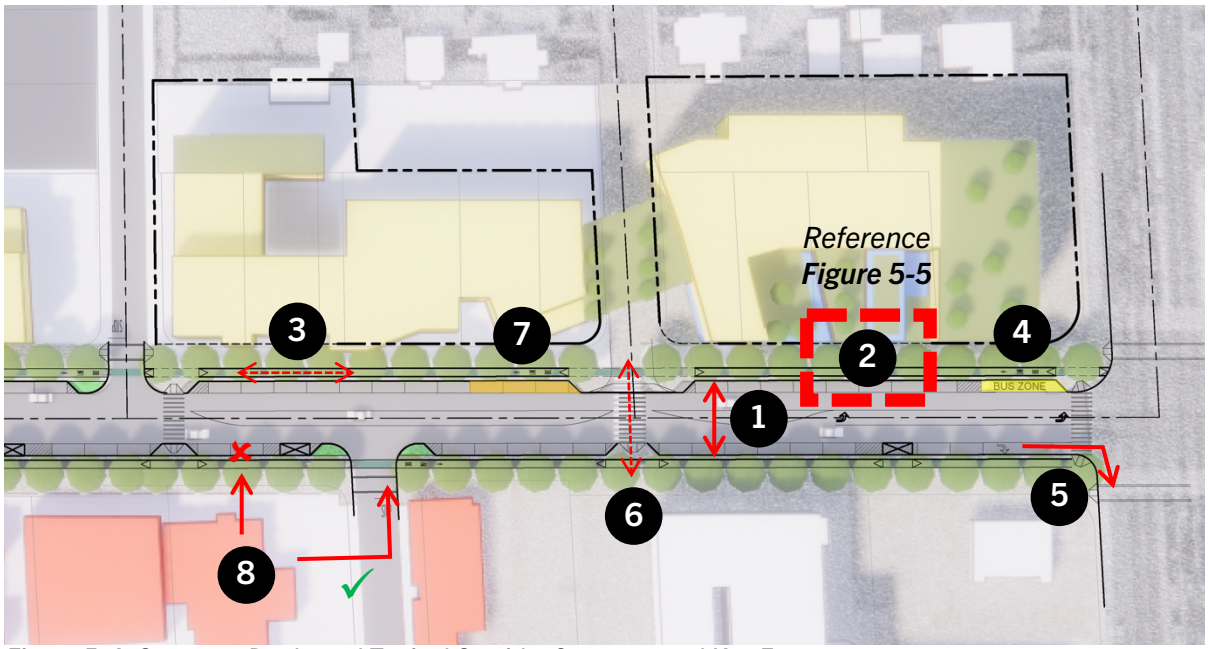


Figure 5-4. Compton Boulevard Typical Corridor Segment and Key Features.

Key Corridor Features:

1. **Reduced roadway paving.** Compton Boulevard roadbed will be shortened from its current 83' width and five (5) vehicular travel lanes to 50' wide and three (3) travel lanes. This roadway reduction will provide space for other mobility uses.
2. **Widened pedestrian sidewalks and The Compton Walk**. The existing 8.5'-wide sidewalks along Compton Blvd will be widened to 16.5'-wide and offer substantially more streetscape space for strolling and other planned programming and activities as a foundation for the Compton Walk experience. Reference Figure 5-5 below for more detailed information on streetscape standards for the Compton Walk.
3. **Separated Class IV bikeways**. Cyclists will be able to ride on a separated Class IV cycle track protected from traffic by parked vehicles and a raised buffer feature. The cycle track could be at roadway level, semi-raised, or at sidewalk level. If the cycle track is not raised to sidewalk level, ramps on the buffer and mid-block crossings of the cycle track should be incorporated to allow handicap access from the sidewalk to parked vehicles.



Class IV separated bikeway (left) and semi-raised bikeway (right). Source (right): NACTO.

4. **Upgraded bus stops with shelters**. Consolidation of stops will be undertaken in coordination with transit providers. Bus stop upgrades shall be provided by adjacent development in keeping with Section 5.15.8.
5. **Dedicated right turn lanes**. Will be added where needed to maintain acceptable operations and Level-of-Service at intersections.
6. **New high-visibility crossings**. To be located at major places, mid-block, and at intersecting streets or walkways as determined by the Public Works Department. No gap larger than six hundred feet should be left between unmarked crosswalks.
7. **Vehicular loading zones**. To be placed intermittently along corridor. A minimum of one loading zone per block should be provided.
8. **Access management.** Curb cuts facing Compton Boulevard to be minimized or eliminated through negotiation with property owners and through redevelopment. Excessive vehicular curb cuts interrupt other multi-modal transit along the corridor and create dangerous conflict points with turning vehicular traffic.

Figure 5-5 illustrates the prescribed Compton Boulevard streetscape zones and associated standards below for how the streetscapes areas are to be used.

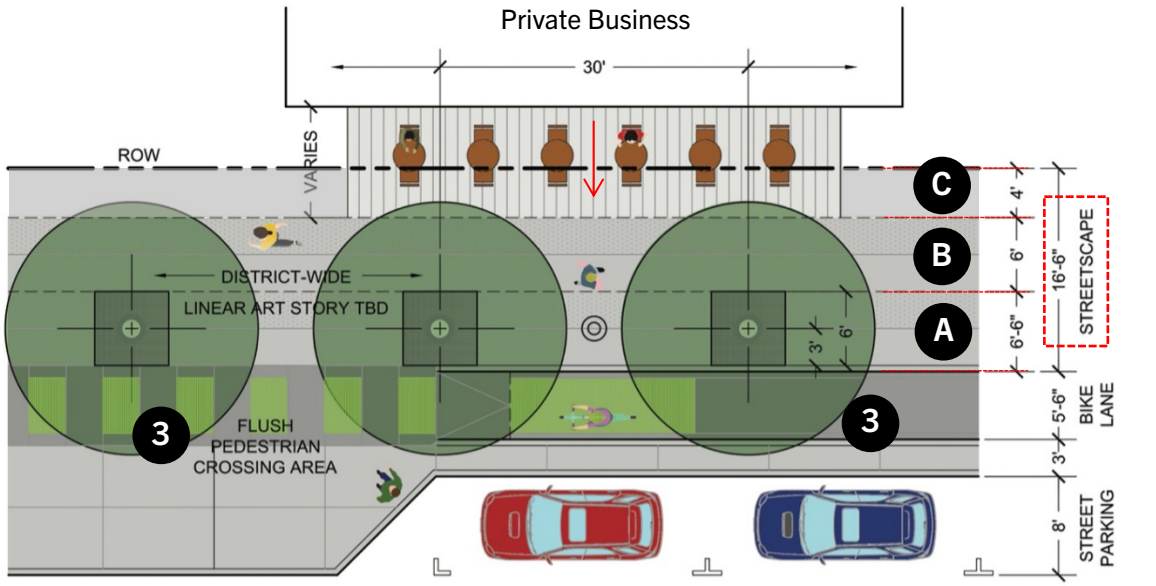


Figure 5-5. Compton Boulevard Streetscape Zones.

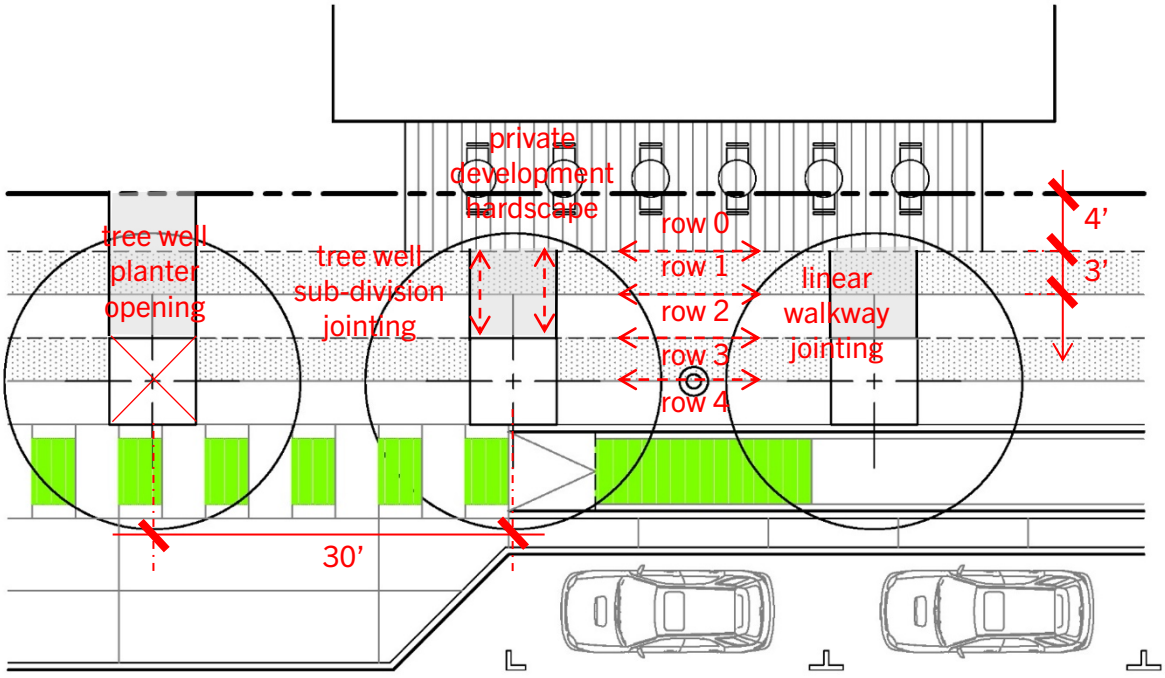


Figure 5-6. Typical 'Score Sheet' Streetscape.

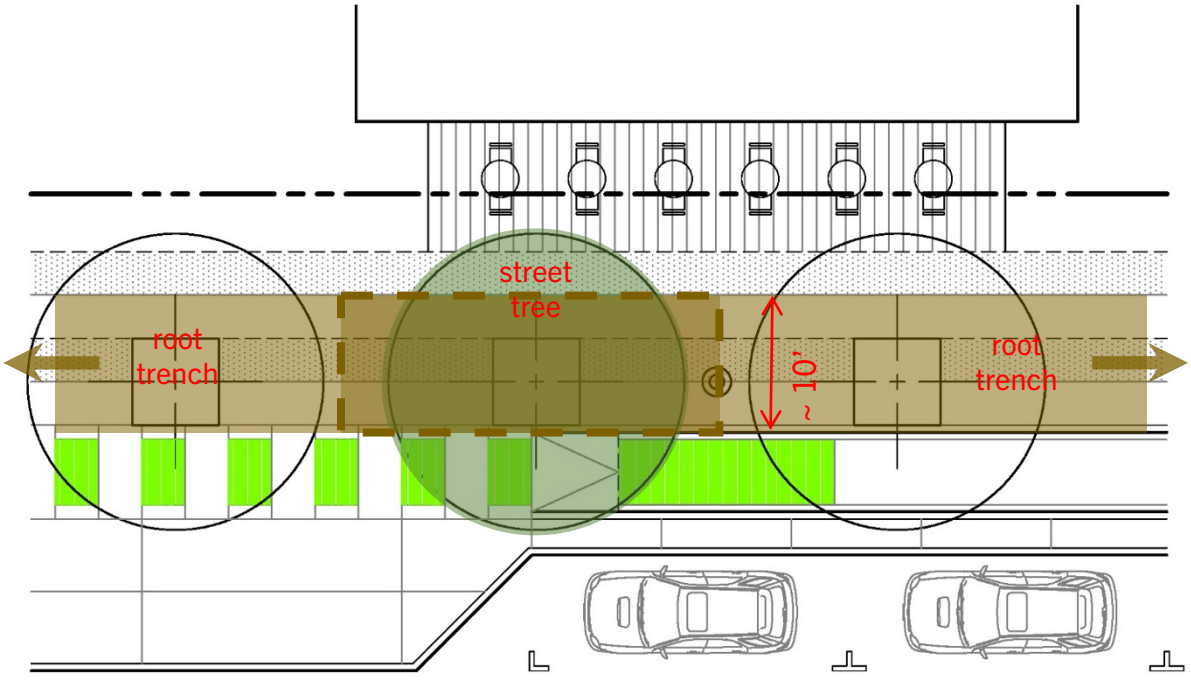


Figure 5-7. Compton Walk Landscape Infrastructure Systems.

Streetscape Zone A

Streetscape zone A denotes the Sidewalk Amenity Zone and will be the place to locate the majority of fixed streetscape elements, street trees, and other roadway infrastructure. This zone shall be a minimum of 6 feet 6 inches wide running along the roadway curb and adjacent to the bike lane. Reference **Figure 5-5**.

Zone A Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving
        i. Linear Walkway Jointing
        ii. Tree Well Sub-Division Jointing
    b. Tree well planters. 6' x 6' square openings in pavement at each required street tree location.
2. Street Trees (reference **Figure 5-7**).
    a. London Planetree (*Platanus acerifolia* 'Columbia') Trees shall be planted longitudinally every 30 feet along adjacent property frontage, or starting 30 feet from adjacent property street trees, or as determined per City approval. See supplemental description below regarding the selection of this tree species.
    b. A subterranean root trench shall be installed laterally along the streetscape which is at least 10 feet wide (it may go under other streetscape zones as well) and provides a minimum of 1,000 cubic feet of planting soil volume for each street tree.
3. Street Furniture
    a. Tree grates. To be provided at each tree well and street tree location. Tree grate selection encouraged to align with district-wide placemaking and branding guidelines.
    b. Trash cans should be provided at intersections and every 200 feet.
    c. Benches or other outdoor seating elements should be provided every 200 feet.
    d. Bike racks should be provided every 200 feet.
    e. Pedestrian light poles should be provided every 100 feet.
    f. Specific street furniture should be selected by the City during a full design process for the Compton Walk. Selection of furniture aligned to the branding objectives of the larger district is encouraged.
4. Utility Infrastructure Elements
    a. Including but not limited to: roadway lighting poles, fire hydrants, utility vaults, etc.
5. Placemaking, Art, and District Branding (*Optional*)
    a. TBD – Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a district-wide Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project

design review permit.

Streetscape Zone B

Streetscape zone B denotes the Sidewalk Pedestrian Zone and will the area for primary walking and passage activity along the streetscape. This zone shall be 6-foot-wide and shall remain clear of all obstructions to pedestrian access and movement. Reference **Figure 5-5**.

Zone B Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving.
    b. Shall be a fully unobstructed paved area.
2. Placemaking, Art, and District Branding (*Optional*)
    a. TBD - Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a full focused Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project design review permit.
    b. In-grade or surface treatment elements only; no vertical elements this zone.

Streetscape Zone C

Streetscape zone C denotes the Business Spill-out and Transition Zone which may contain temporary elements and non-obstructive permanent elements which serve the neighboring developments. This streetscape zone is intended to allow customization of the streetscapes to help feature local businesses and provide clear access and gateway. Guidelines for such customization and placemaking are provided in Section 4.14 and 4.15. Permanent furniture and any type of fencing is not allowed in this zone, although it may be located on private property immediately adjacent. This zone shall be 4-foot-wide running along the adjacent private property right-of-way line. Reference **Figure 5-5**.

Zone C Standards and Required Features:

1. Hardscape Paving (reference **Figure 5-6**).
    a. Typical 'Score Sheet' paving.
    b. Private development carry-over and transition paving TBD. Per City review and approval.
2. Street Furniture
    a. Moveable furniture, including loose tables and chairs from adjacent restaurants and outdoor dining areas; no fixed furniture elements.
    b. Moveable business advertising and menu signage subject to Figure 3-27 and

Section 4.7.4.A.

c. Moveable planters subject to Figure 3-24 and City approval of private business standards.

d. Public art per City review and approval.

3. Placemaking, Art, and District Branding (*Optional*)

   a. TBD - Placemaking, art and branding features are optional and may be proposed by a developer or fronting business. They may also be proposed by the City as part of a full focused Compton Walk design or arts project. These features will be subject to the guidelines described in Section 4.14 and procedures noted for Public Art in Section 3.10. Their approval will be considered as part of the project design review permit.

   b. Interface to Major and Minor 'Places', per design review approval.

5.4 Willowbrook Avenue

Willowbrook Avenue is a key street connecting the Specific Plan area to the Metro station. The street is separated by the Metro A Line (Blue) tracks and freight rail tracks into two separate roadways, Willowbrook Avenue West and East. Each roadway is currently configured a two-way street with parking on one side and no bicycle facilities. Willowbrook Avenue West is particularly narrow and does not meet current standard guidance for travel or parking lane width.

The two-way configuration of each side of Willowbrook Avenue is the cause of significant confusion when drivers and pedestrians encounter it, particularly at its intersection with Compton Boulevard. Some common safety issues are illustrated in Figure 5-8 below. Additionally, turns are prohibited in multiple directions, forcing drivers to go around large blocks to reach their destinations.

The planning team developed three conceptual alternatives to solve these issues and sought feedback on them through the virtual workshop, social media, and stakeholder meetings. Alternative A, the Traditional Couplet, converted the street into a one-way pair with southbound traffic on Willowbrook West and northbound traffic on Willowbrook East, and bike lanes on each side. Because traffic flowed in each direction to the right of the tracks, this alternative was the most intuitive. However, it would require the removal and reorientation of the existing MLK, Jr. bus station, the reconstruction of the railroad gate system on all legs of the Compton/Willowbrook intersection, and lengthening of Sheriff's Department paths to Compton Boulevard.

Alternative B, Reverse Couplet, also created a one-way pair, but with northbound traffic on Willowbrook W and southbound traffic on Willowbrook E. While less intuitive than A, this alternative eliminated points of conflict between pedestrians and vehicles at intersections, improving safety. Like Alternative A, it provided space for bike lanes on both sides, and it required less infrastructure investment, as the existing bus station and Metro gate system could be preserved. There may also be new back access for Sheriff's Department vehicles off of S. Acacia.

Alternative C, the Existing Pattern, retained the existing configuration and its advantages and disadvantages. Bike lanes could be added to Willowbrook East, but not to Willowbrook West.

After dialogue with the community and Metro, the City Council in October 2020 agreed with the planning team's recommendation to choose Alternative B as the preferred alternative. All three alternatives are included on the following page, however, as a resource for more detailed design. A fuller description of the preferred alternative is provided after.

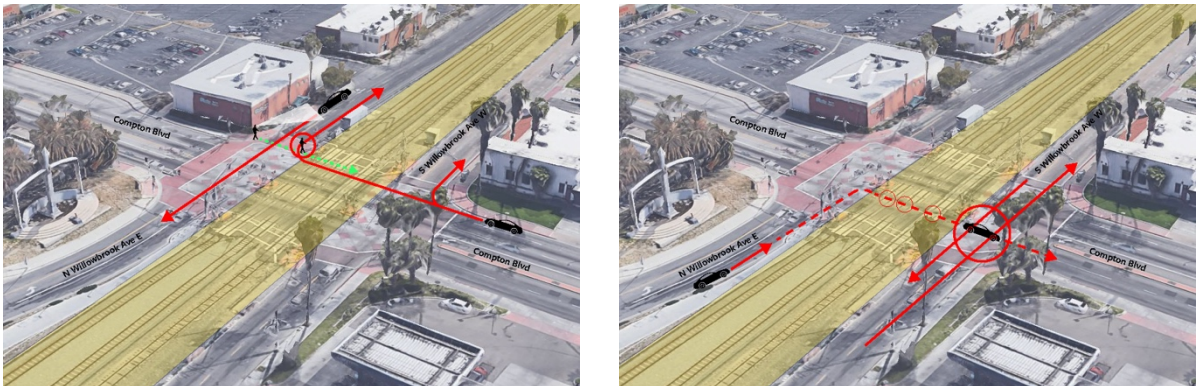
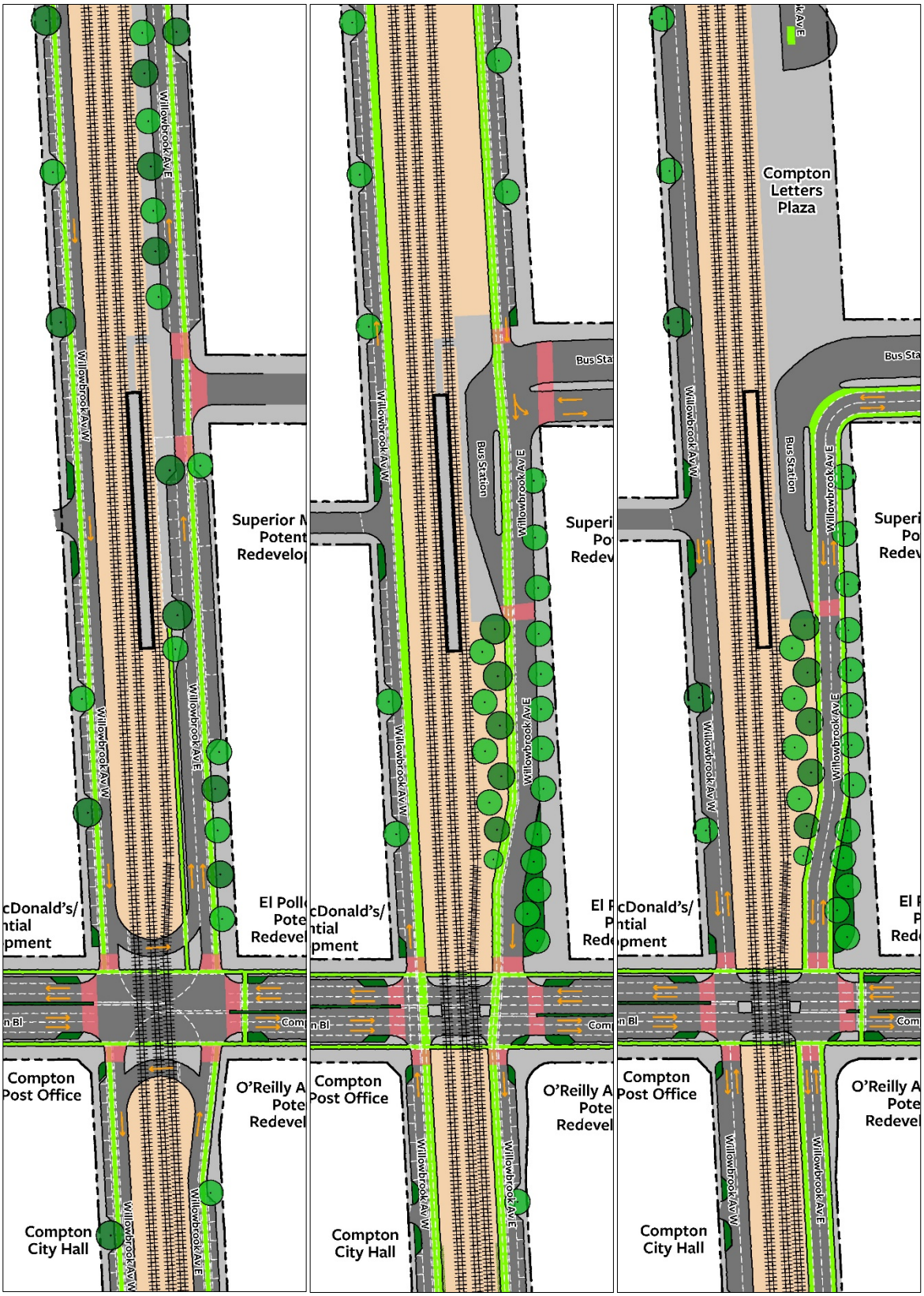


Figure 5-8. Common Safety Issues at Willowbrook Avenue intersections.



Alternative A-Traditional Couplet *Alternative B-Reverse Couplet* *Alternative C-Existing Pattern*

Figure 5-9. Willowbrook Avenue Design Alternatives.

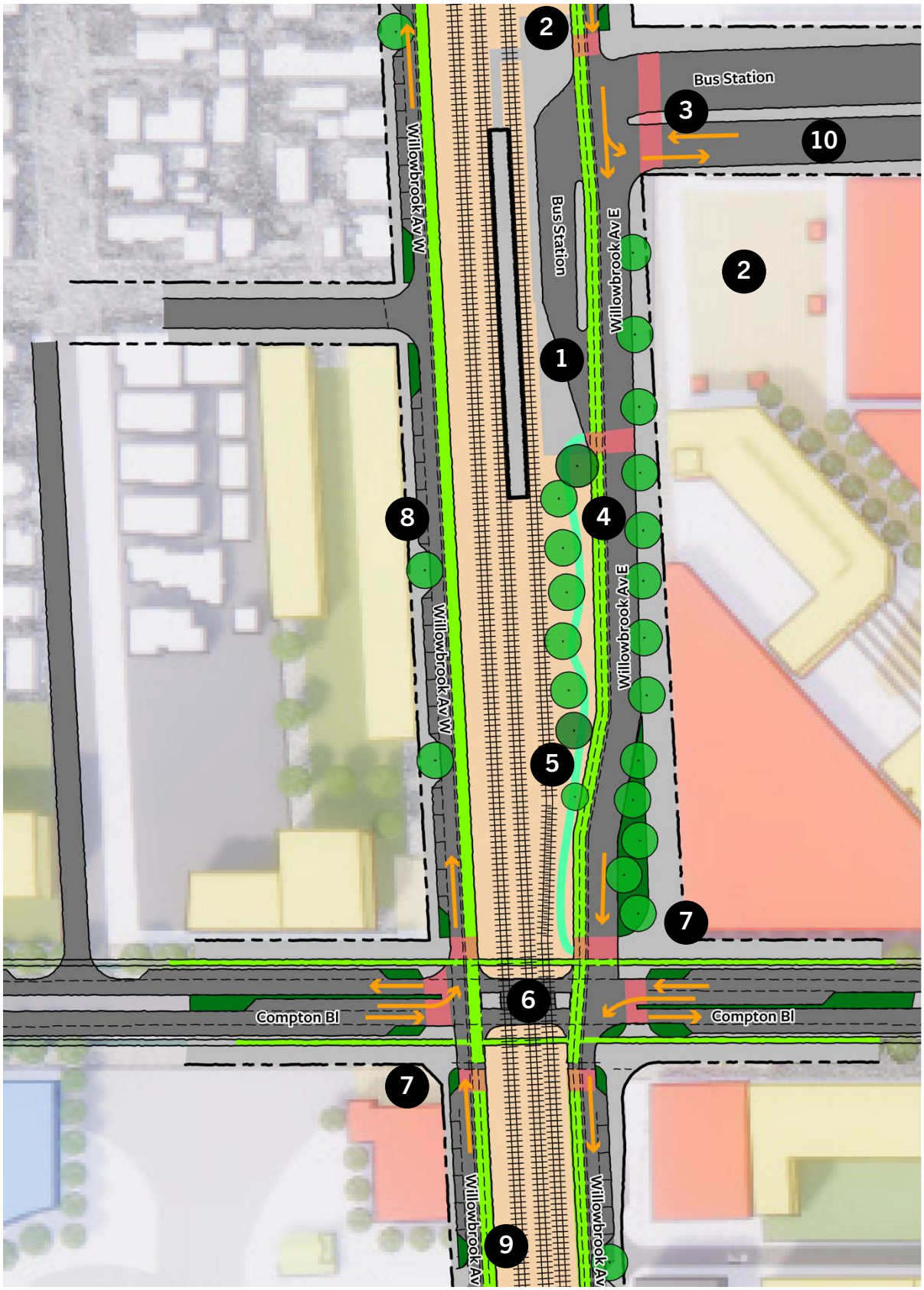


Figure 5-10. Willowbrook Avenue Preferred Alternative (B-Reverse Couplet) Plan and Key Features.

Figures 5-11 through 5-14 below illustrate the typical existing street conditions on Willowbrook Avenue. These cross-sections may vary slightly in different areas based on existing right of way widths and curb to curb widths.

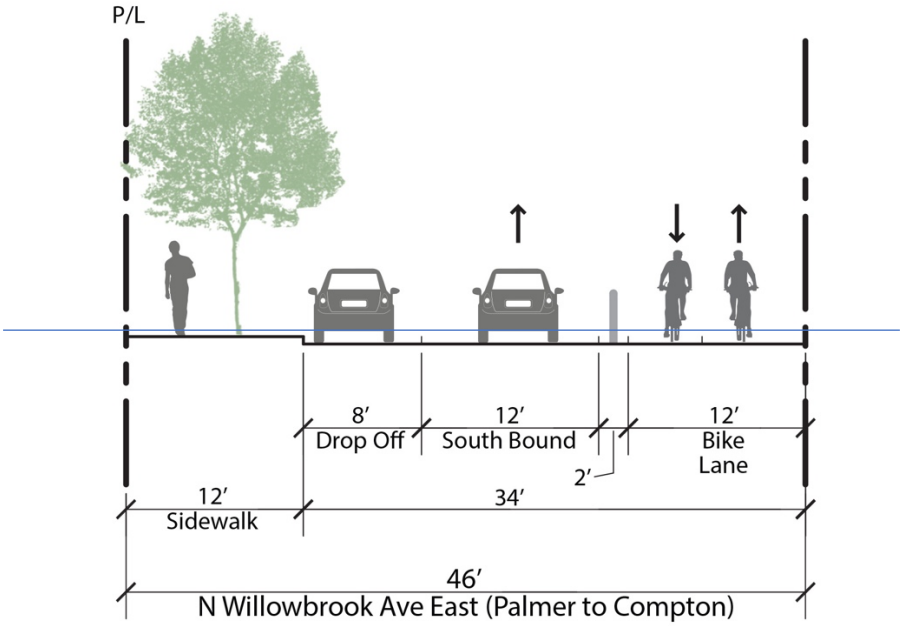


Figure 5-11. North Willowbrook Avenue East (Palmer to Compton) Typical Cross-Section.

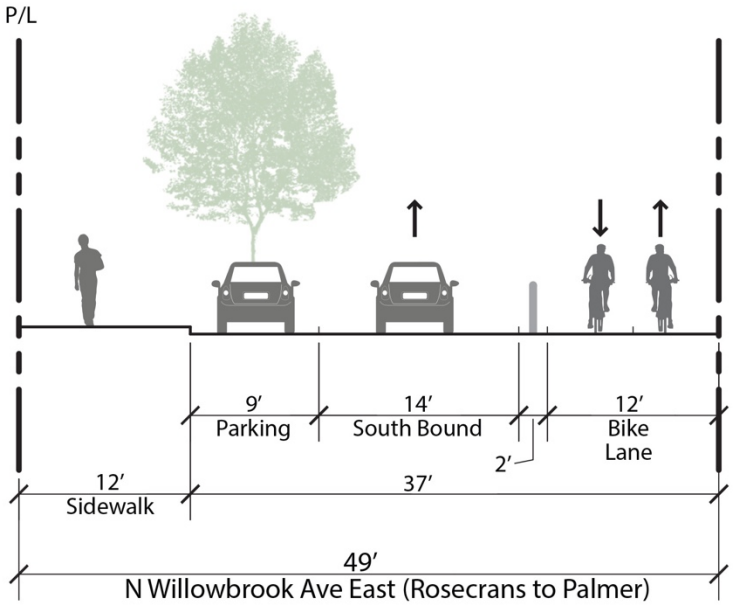


Figure 5-12. North Willowbrook Avenue East (Rosecrans to Palmer) Typical Cross-Section.

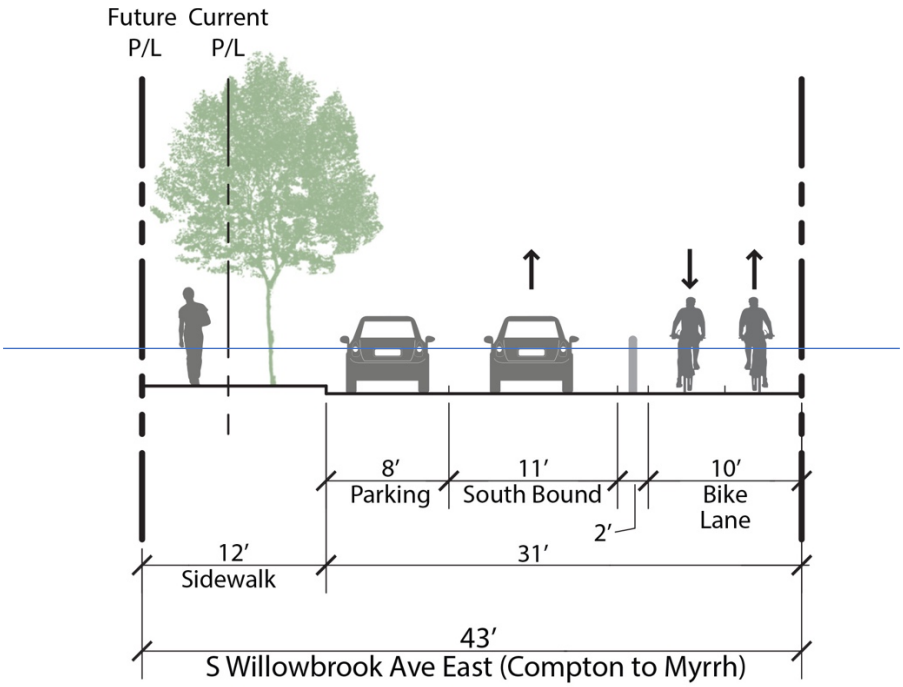


Figure 5-13. South Willowbrook Avenue East (Compton to Myrrh) Typical Cross-Section.

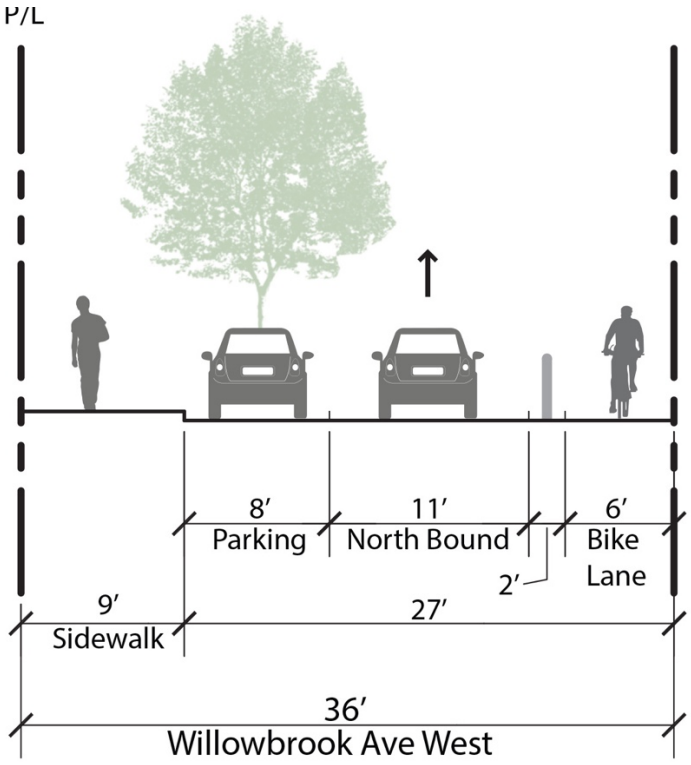
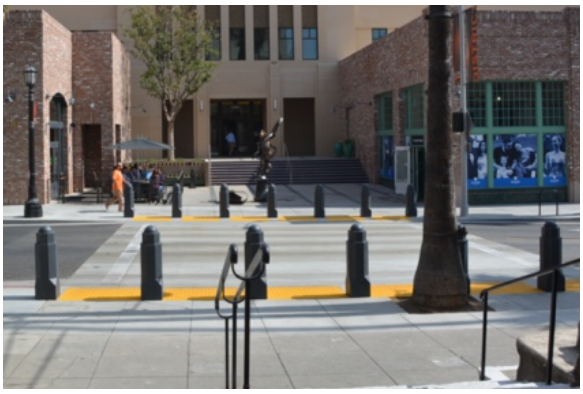


Figure 5-14. Willowbrook Avenue West Typical Cross-Section.

Key Features:

1. Maintain southbound traffic on Willowbrook Avenue East in order to preserve the direction of travel of existing MLK bus station.
2. Replacement of Compton Letters Plaza with a new Metro Plaza on southeast corner of Willowbrook Avenue and Palmer Street. Continuous Willowbrook Avenue will provide direct connection from Rosecrans Avenue to Commercial Core.
3. Raised pedestrian crossings connecting the Metro station to the Metro Plaza.



4. Two-way separated bikeway along the west side of Willowbrook Avenue East providing direct access to the station and to Compton Boulevard. The northbound bikeway could also be accommodated on east side of the street as contraflow bikeway.





Two-way separated bikeway (left) and contraflow bikeway (right, far side). Contraflow bikeway image sourced from the National Association of City Transportation Officials.

5. Increased shade along pedestrian pathway that connects directly to the station.
6. Concurrent left turns from Compton Boulevard onto Willowbrook Avenue.
7. Squared-off corners and bulb-outs to shorten crossing distances, provide double ramps for wheelchair/stroller users, and visually inform drivers that they cannot turn against traffic.
8. Add trees in parking stalls at a regular rhythm to provide shade for pedestrians.
9. Extend bikeways up and down both sides of Willowbrook Avenue. To the extent possible, bidirectional bikeways are preferred in order to serve travel needs of users located along long blocks who do not have easy access to the opposite side of the street. Install regular or, where needed, collapsible bollards to ensure adequate fire truck access while providing safety to riders along the street.

10. Eliminate excess space from Palmer Street to create a shorter crossing and more plaza/buildable area on the south side of the street.

The couplet concept is envisioned between Rosecrans Avenue and Myrrh Street. At either end, the street will transition back to its existing configuration as shown in Figure 5-15.

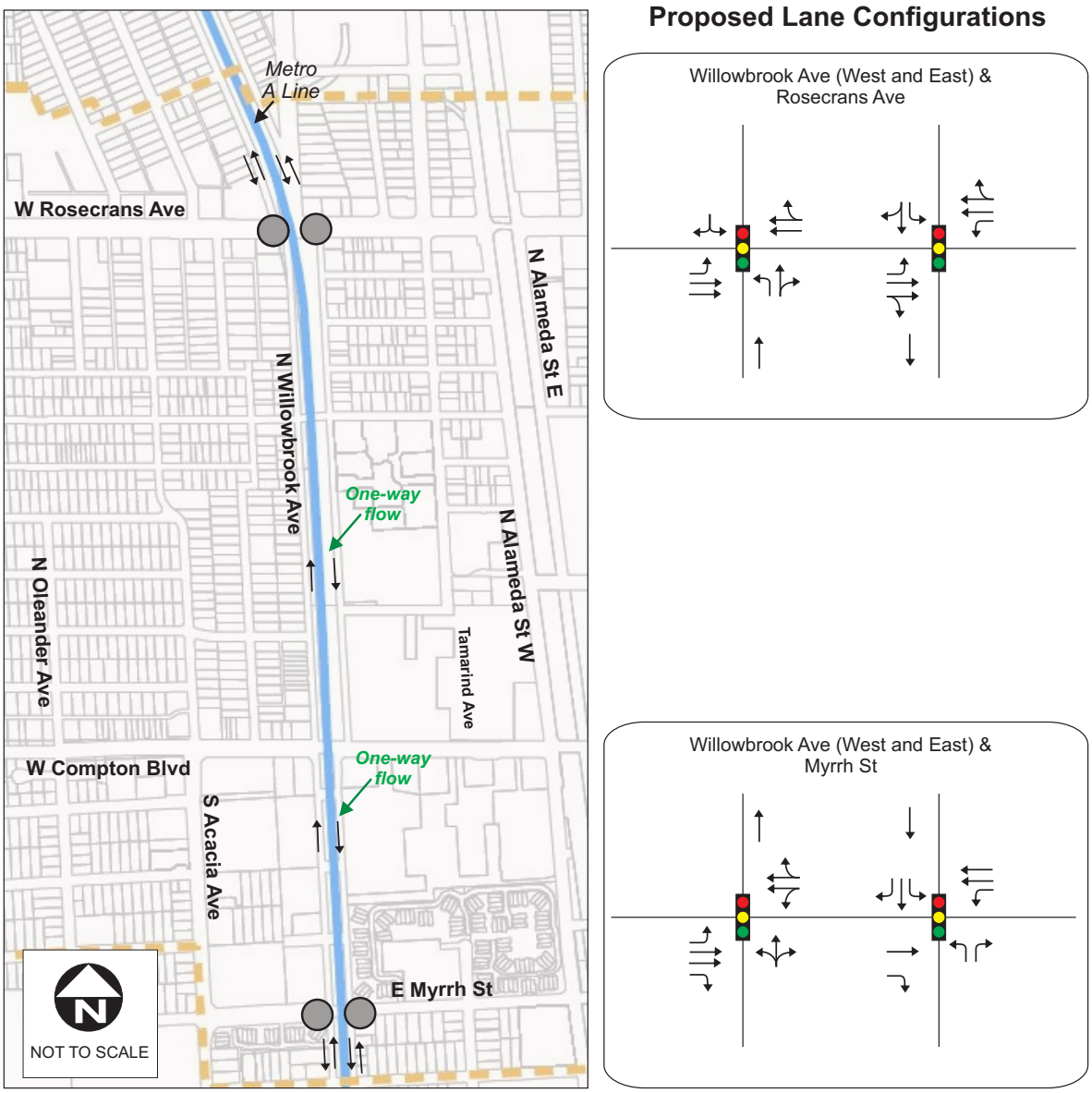


Figure 5-15. Willowbrook Avenue Couplet Extents and End Transitions.

5.5 Alameda East

Alameda Street East between Rosecrans Avenue and Compton Boulevard is currently a lightly-traveled street with traffic volumes less than 30% of capacity. As illustrated in Figure 5-16, the roadway is wide, with 16' travel lanes. Only a few properties draw their access from the street, and these properties mostly have frontages on side streets as well.

The community vision for Alameda East, represented in Figure 5-17, is to close the roadway and convert it to a greenway serving as a recreational and health amenity for the central Compton population. This greenway is envisioned to incorporate a softscape, decomposed granite path, for jogging, as well as a hardscape path for bicycling and other rolling modes. Stormwater treatment and/or infiltration elements could be added, and planting would help provide a buffer to the at-grade and below-grade rail lines just to the west. On its eastern side, up to 10' of the right-of-way could be granted as an easement for greenery, porches, and other frontage treatments for adjoining residential development. This would help development be able to fit in these narrow publicly-owned sites, and help provide eyes on the greenway to ensure safety.

Should access considerations preclude the street from being closed entirely the project may move forward with the reduced greenway alternative, as shown in Figure 5-18. The reduced greenway alternative is the preferred design concept with the portion of the street between Compton Boulevard and Myrrh Avenue.

Figure 5-19 and the text on the following page describe the physical and temporal plan for implementation of the greenway per the preferred plan.

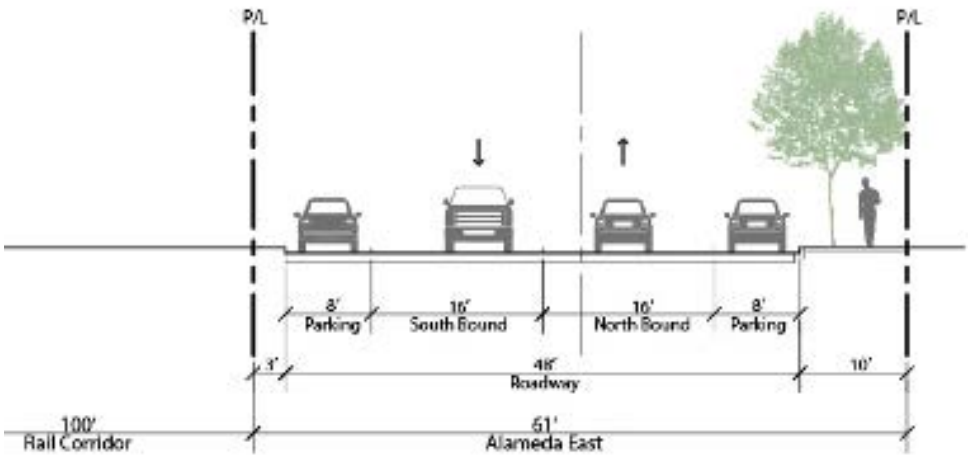


Figure 5-16. Alameda Street East – Existing Cross-Section.

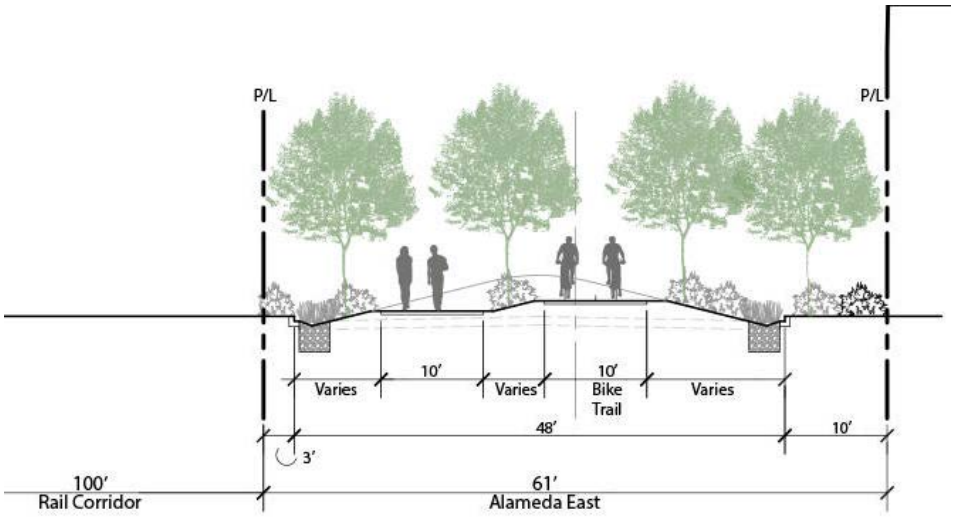


Figure 5-17. Alameda East Greenway Typical Cross-Section (Preferred Alternative).

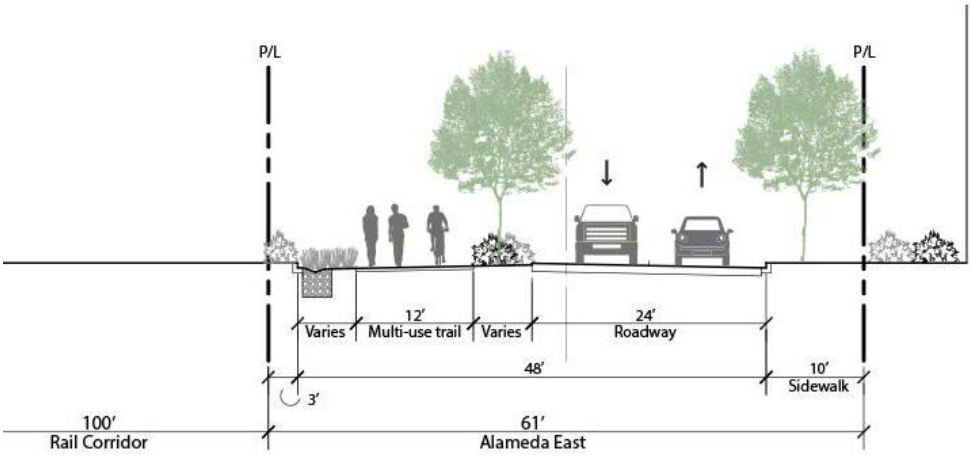


Figure 5-18. Alameda East Greenway Typical Cross-Section (Reduced Greenway Alternative).



Figure 5-19. Alameda East Greenway Plan and Key Features.

1. Initiate greenway with street closure adjacent to Wilson Park.




Trail and Greenbelt.

2. Work with adjacent business owners to determine appropriate treatment at greenway exit to Compton Boulevard. Consider dining areas and one-way (entry only) travel lane.
3. Expand into adjacent blocks as development permits vehicular access points to be moved to east-west streets.
4. Establish safe street crossings.
5. Open alternate access to Rosecrans Avenue by extending the frontage roads across the Alameda Corridor.



New vehicular circulation patterns enabled by extension of Rosecrans Avenue frontage roads. Bold arrows indicate key movements currently accommodated through Alameda East.

6. Build tree wells and plant trees in parking lane, or consider alternate methods to continue greenway to new garden or recreational space at City Yard.

5.6 Acacia Avenue

Acacia Avenue is a local/collector street which connects Compton High School and the Civic Center with residential neighborhoods. The street is one lane in each direction except in the block between Compton Boulevard and Myrrh Street, where it is two lanes in each direction. Although access to the Civic Center parking garage is from this segment of the street, traffic volume is still well under capacity. Under the Specific Plan, the street will be restriped, reducing vehicular lanes to one in each direction with a center turn lane in order to add safer pedestrian crossings and a Class II bicycle lane in each direction.

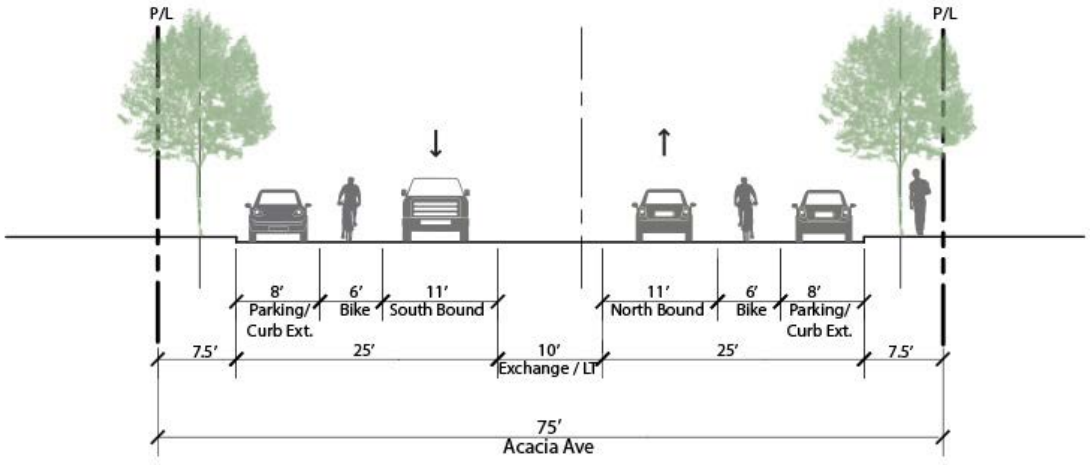


Figure 5-20. Acacia Avenue Typical Cross-Section, Compton Boulevard to Myrrh Avenue.



5.7 Commercial Core New Streets Network

The Commercial Core area currently consists of two superblocks, each containing a 16-17 acre shopping center. As development proceeds in this area, a new network of streets and pedestrian ways will be built to create a walkable pattern in this area. New development shall be conditioned to establish mobility connections and open spaces within the footprint of the proposed development that meet the criteria listed below. If the footprint of the proposed development is less than the full extent of one of the two shopping centers, the applicant shall present a phasing plan demonstrating how the initial phase of the project fits within a larger plan to fulfill these regulations.

Regulations:

1. Tamarind Avenue shall be extended south from its current terminus at Palmer Street to Almond Street.
2. A new east-west street (here denominated Almond Street) shall be established from Willowbrook Avenue to Alameda Street at least 300 feet south of Compton Boulevard.
3. No other public access roadway or curb cut shall be accessed from Compton Boulevard.
4. Within areas B, C, and D as shown on Figure 5-21, a mid-block passthrough shall be provided at least once every 250 feet from Compton Boulevard to the first public access walkway or roadway parallel to the street.
5. No distance between consecutive mid-block passthroughs, shared alleys, or streets shall be longer than 400 feet in areas B, C, or D.
6. A continuous pedestrian connection shall be established between the diagonal and Alameda Street.
7. A public plaza shall be stablished at the southeast corner of Palmer Street and Willowbrook Avenue, and another public plaza shall be established at the northwest corner of Compton Boulevard and Tamarind Avenue. These public plazas shall be connected with a pedestrian mall.
8. A Central Park shall be established within areas C, D, or E. The Central Park shall be connected to Compton Boulevard with an appropriate walkway.
9. At least one public or private parking facility shall be provided within each area. Each parking facility shall be located in areas which maximize trips on Alameda Street, Palmer Street, and Almond Street, and minimize trips on Compton Boulevard and Willowbrook Avenue.
10. All public parking facilities shall be accessed from an existing or new street.



Figure 5-21. Illustration of Commercial Core Street and Open Space Network Standards.

5.8 New Streets.

New streets shall be created within the Commercial Core area. New streets may be dedicated to the City of Compton or maintained as private streets at the discretion of the Community Development Department Director. In the event that streets remain under private ownership, they must be left open to the public at all times. All new streets within the Commercial Core area should comply with the cross-sectional dimensions listed in Figures 5-22 or 5-23. The use of permeable pavers is encouraged in parking areas.

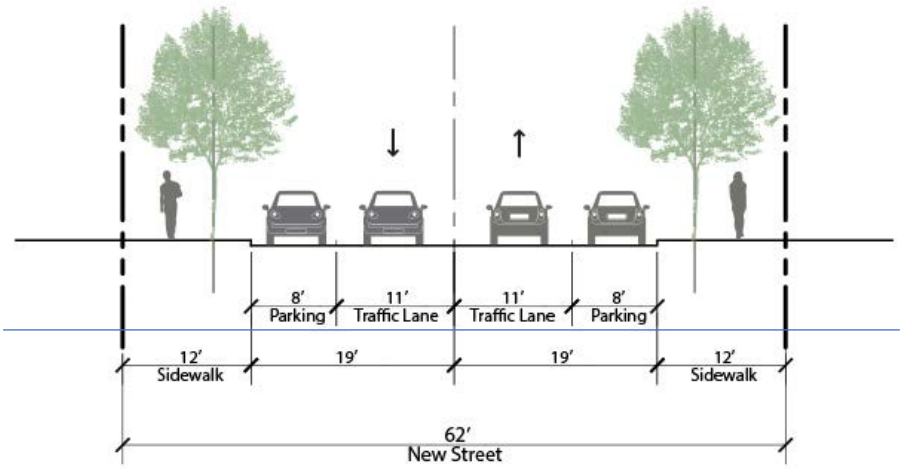


Figure 5-22. Commercial Core New Streets without Center Turn Lane Typical Cross-Section.

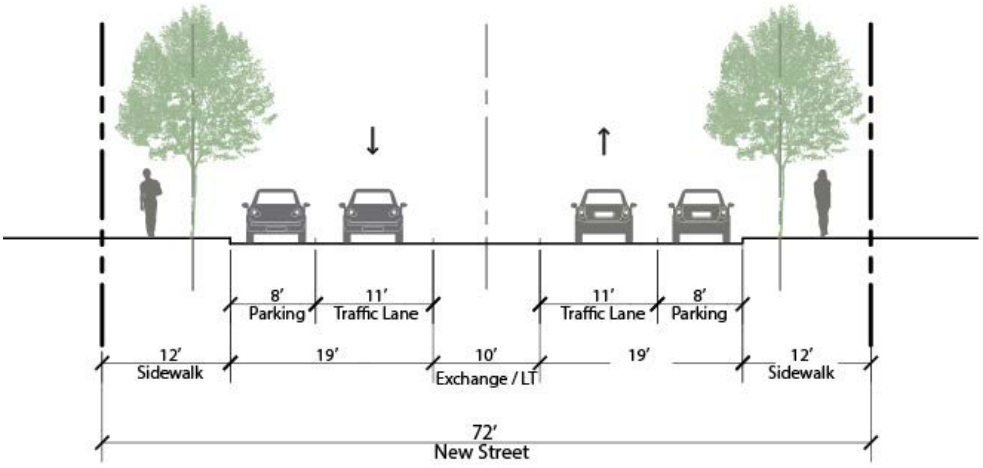


Figure 5-23. Commercial Core New Street with Center Turn Lane Typical Cross-Section.

5.9 Pedestrian Mall.

Pedestrian malls are pedestrian walkways designed for high levels of activity. In the vast majority of cases, retail uses will flank the pedestrian mall on both sides. The envisioned diagonal pedestrian mall through the Commercial Core shall be designed as part of the Compton Walk and implement the Compton Walk's design principles, adapting them appropriately for the pedestrian mall condition. The pedestrian malls shall feature outdoor lighting or uplighting to create a festive atmosphere.



Figure 5-24. Pedestrian Mall Typical Cross-Section. Source (right): TimeOut Los Angeles

5.10 Mid-Block Passthrough.

Mid-block passthroughs are pedestrian walkways which connect streets to alleys or other streets through the middle of a block. They often provide important connections from parking structures to primary streets such as Compton Boulevard. The mid-block passthroughs will be well lit for safety.

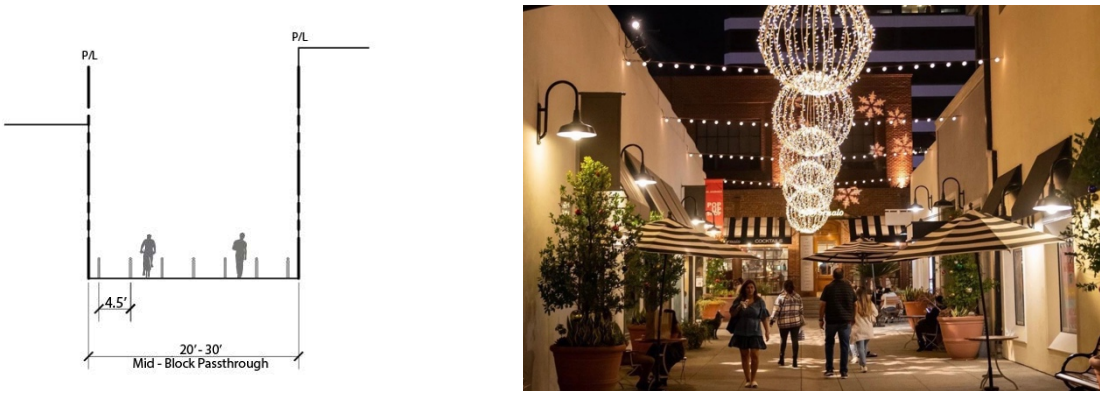


Figure 5-25. Mid-Block Passthrough Typical Cross-Section. Source (right): One Colorado Pasadena Social Media.

5.11 Shared Alley.

Shared alleys are narrow, low-speed mobility corridors which provide access for deliveries, residential vehicles accessing parking structures, and pedestrians. Because typically pedestrians and vehicles share the same space, all elements of alley design should emphasize its low-speed nature. Among these elements shall be the usage of permeable pavers for the roadbed.

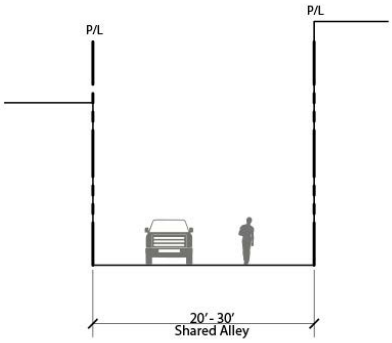


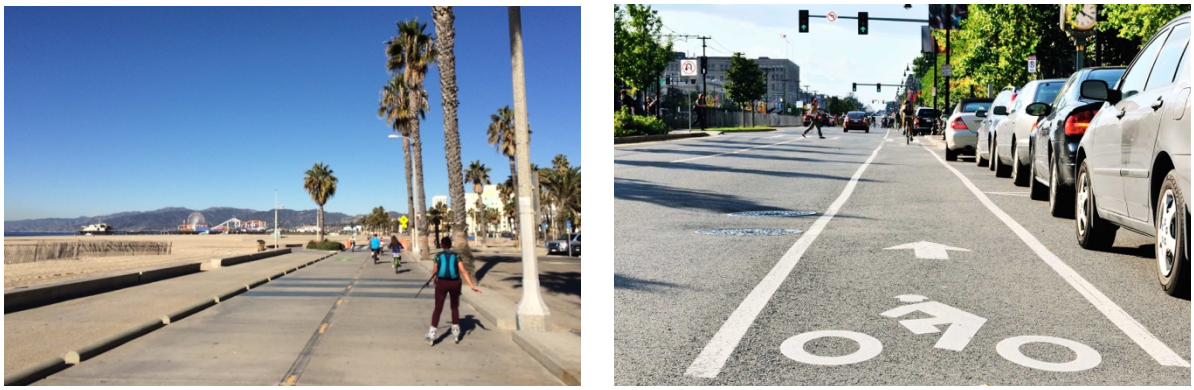


Figure 5-26. Shared Alley Typical Cross-Section.

5.12 Bicycle Network

The Compton Station Specific Plan bike network is comprised of both on-street and off-street facilities used to meet the demands of bicycle travel. A comprehensive network can improve bicycle safety and convenience, especially when coupled with education and enforcement programs. The following describes the standard hierarchy of bikeway designations within the Specific Plan area:

- Class I. Typically called a "bike path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II. Often referred to as a "bike lane," a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.
- Class III. Generally referred to as a "bike route," a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signs and/or pavement markings (i.e., sharrows).
- Class IV. Known as "cycle tracks" or "separated bikeways," these facilities provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway that is protected from vehicular traffic through a physical barrier, such as landscaping or bollards.



Class I (left) and Class II (right) bicycle facilities.



Class III (left) and Class IV (right) bicycle facilities.

Current bicycle facilities within the Specific Plan area include Class II bike lanes on Compton Boulevard east of Alameda Street in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue. In addition, a shared use Class I path for bicycles and pedestrians follows along Compton Creek to the southwest (just outside the Specific Plan area).

The Specific Plan would the enhance the existing network and develop new, feasible facilities to provide a bikeway system that serves to link people with schools, parks, employment and shopping areas, and transit. The key features of the bicycle network plan include the following:

- Adding a Class IV separated bikeway along Compton Boulevard through the area, where the bike lane would run adjacent to the curb, protected from vehicle traffic by on-street parking and a raised buffer. The bikeway configuration would be achieved by reducing the number of vehicle travel lanes to one lane in each direction. Vehicle capacity is available on parallel routes such as Alondra Boulevard, Myrrh Street, Palmer Street, and Rosecrans Avenue, to accommodate potential diversion of vehicle traffic.
- Adding Class IV separated bikeways along Willowbrook Avenue East and West between Rosecrans Avenue and Myrrh Street, as part of the reverse couplet configuration where Willowbrook West would run northbound and Willowbrook East would run southbound. The one-way bikeway on Willowbrook West would be separated from vehicle travel by a buffer consisting of collapsible bollards. Along Willowbrook East, a two-way bikeway could be established, at a minimum in the portion between the Metro station and Compton Boulevard.
- Adding a Class II bike lane along Acacia Avenue between Compton Boulevard and Myrrh Street. This would be achieved by reducing the number of vehicle travel lanes to one lane in each direction.
- Adding a Class I bike path along Alameda Street East between Rosecrans Avenue and Compton Boulevard. The bike path and pedestrian walkway would replace the two-lane roadway and vehicle parking within this segment.
- Finally, adding Class III bike routes, generally consistent with the Compton Bike Master Plan, are planned for Palmer Street, Acacia Avenue north of Compton Boulevard, School Street, the Tamarind Avenue extension, Rosecrans Avenue north of Willowbrook Avenue, and Alameda Street East between Compton Boulevard and Myrrh Street.

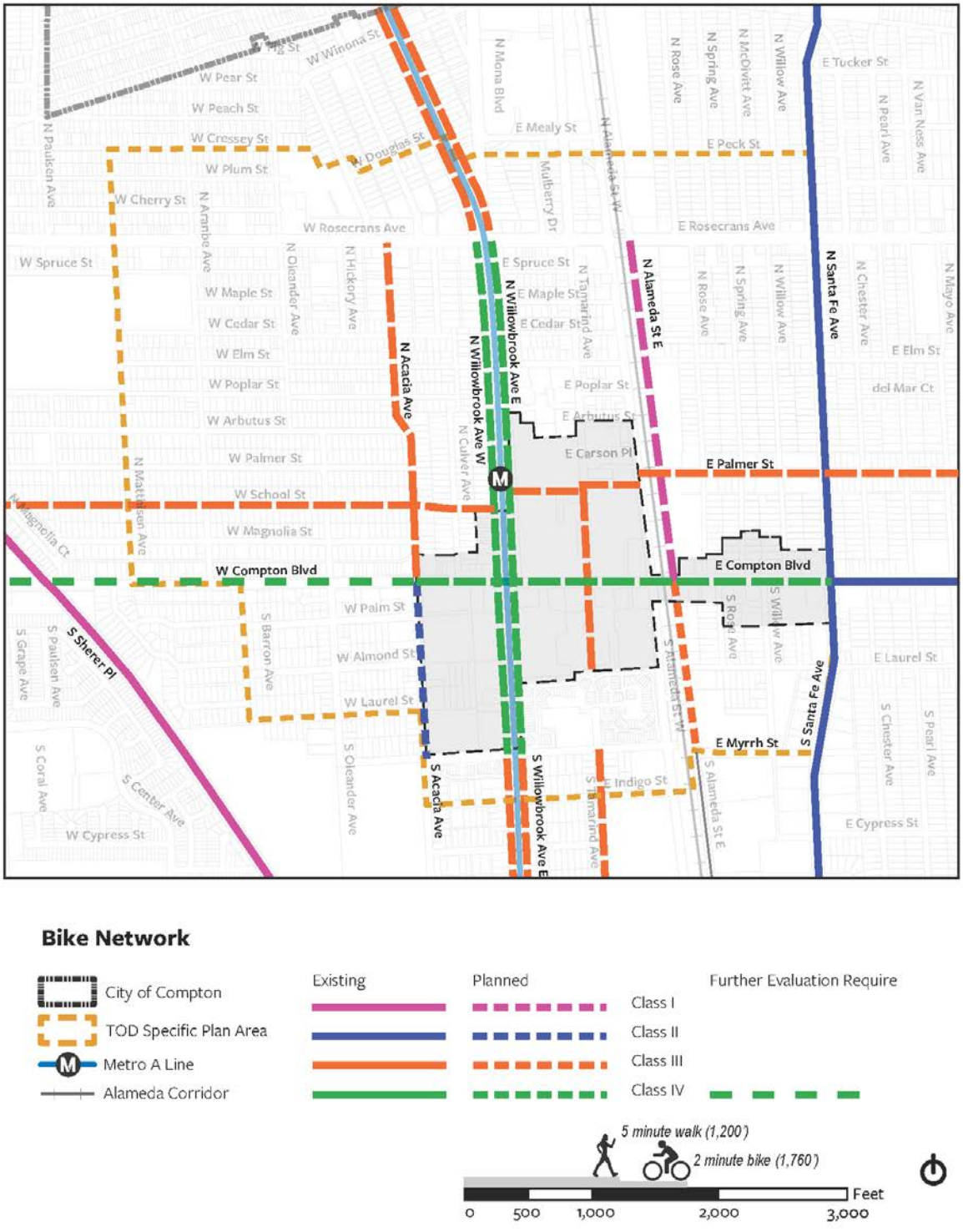


Figure 5-27. Bicycle Network.

5.13 Vehicular Access and Gateways

Figure 5-28 shows the primary vehicular access roadways into Downtown Compton and the recommended location for gateways, remote wayfinding signage, and public-serving parking structures.



Figure 5-28. Downtown Access and Gateways.

5.14 Parking Context and Parking District Strategy

The Compton Station Specific Plan shall establish a parking district within the Downtown Area to encourage the efficient use of both existing and future parking facilities, and encourage a "park once" environment where visitors, employees, and residents are able to park their cars, then walk to multiple destinations. Parking would be provided through a combination of structured facilities and surface level parking lots.

The existing parking structures in the area include the Compton City Hall/Civic Center Parking Structure (1,034-space capacity) and the Dollarhide Recreation Center Structure (466-space capacity). The Civic Center structure is located at the northeast corner of the Acacia Avenue/Myrrh Street intersection, and currently serves the employees and visitors to City Hall and the Courthouse. The Dollarhide structure is located adjacent to the Metro A Line Compton Station and currently serves visitors to the Douglas F. Dollarhide Community Center and Metro A Line patrons. Both of these existing facilities shall be utilized to facilitate parking demand as a result of the Specific Plan buildout.

The Civic Center structure is primarily utilized on weekdays only, during daytime hours. Thus, opportunities exist for shared parking usage in the evenings and on weekends. New parking demand from residential and hotel uses planned in the Civic Center area may utilize the available parking, generally on the upper floors of the structure, depending on future negotiation with the Judicial Council which controls the garage.

The Dollarhide structure is currently only approximately 20% occupied during peak weekday hours. As a result, this facility can be utilized for visitor parking for the adjacent Renaissance area development. The courthouse parking structure is operated by Los Angeles County, thus leasing agreements would be required in order to allocate spaces for particular uses.

New public parking structures would be provided in multiple locations within the Downtown area. The new structures would be located to allow for visitors to park once and be able to access multiple destinations by walking. In addition, the new structures would be set back from Compton Boulevard such that no new driveways/curb cuts along Compton Boulevard would be needed and the facilities would not be visible from the street level. Rather, vehicle access would be generally provided off of north-south streets such as Alameda Street West and new Tamarind Avenue extension. The public parking structures may also provide shared residential and employee parking for adjacent new residential and office sites, generally on the upper levels of the structures.

In addition to the public structures, new public surface or structure parking lots will be provided within the Town Center area to accommodate demand. The City can also explore acquiring existing parking lots or vacant lots for public surface parking lots to serve other areas of the downtown as needed.

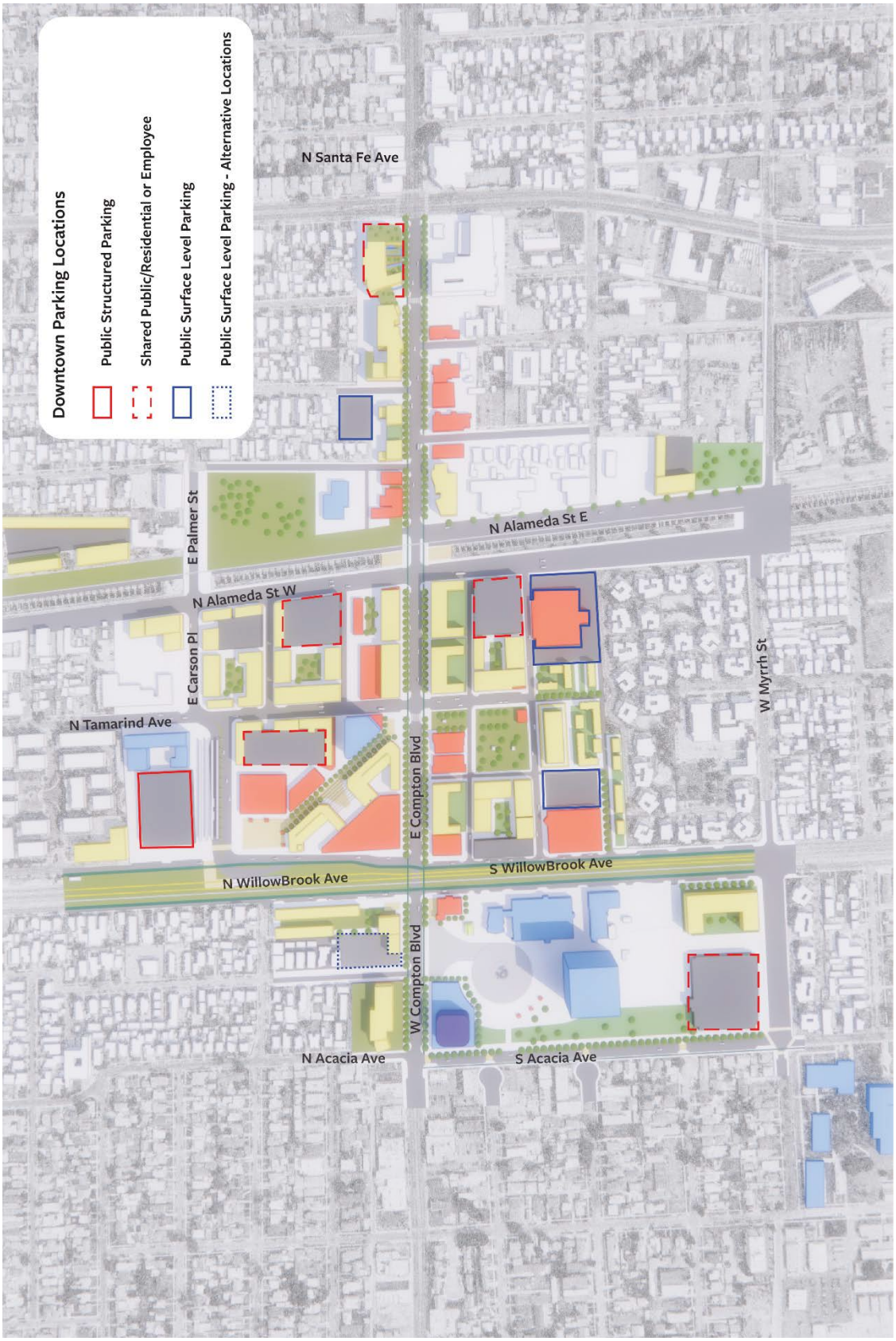


Figure 5-29. Downtown Parking Locations.

5.15 Parking and Transportation Demand Management (TDM) Regulations

1. Parking District
   A. Purpose. A parking district shall be created within Downtown Compton to encourage the efficient use of existing and new parking resources, and encourage a "park once" atmosphere where visitors and employees in the area park their cars, then walk to multiple destinations.
   B. As many spaces as are designated for use of retail, food service or other similar public-serving establishments shall not be restricted from serving patrons of commercial businesses in the area proximate to the subject development. Time limits and parking fees may be applied.
2. Parking Unbundling
   A. The cost of parking spaces in the Downtown area 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.
3. 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.
   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
4. Parking Lifts and Tandem Parking
   A. Use of any type of parking lifts that allow 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.
5. Off-Site Parking
   A. The number of parking spaces required is given in Figures 3-5, 3-8, 3-11, 3-14 and 3-17.
   B. 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 300 feet of the use served, on the same block or crossing only an alley or local street. 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.
   C. Required nonresidential parking may be located off-site from the use which it serves, subject to the approval of the Community Development Department 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.
   D. 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.

6. 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 (Figure 3-23).
    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 10 feet measured from floor to the lowest structural member of the ceiling.
        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.
7. Bicycle Parking
    A. Bicycle parking rates shall comply with Figure 5-30.

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.	

Figure 5-30. Minimum Bicycle Parking Requirements.

    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 Department 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.

8. Transportation Demand Management.
   This section overrides the code text in CMC 12-7-2:
   A. Any development of over 50,000 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. In addition, such developments must 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.
   B. 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.
9. 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 professional engineer (PE) or traffic 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 parking is on the same block or crossing only an alley or local street 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 off-street 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 may 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 professional engineer (PE) or traffic 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.

Chapter 6: Infrastructure

6.1 Introduction

The purpose of this report is to provide an overview of existing and planned infrastructure facilities, and to outline recommended infrastructure upgrades for the City of Compton TOD Specific Plan. The recommended upgrades are based on the analysis of the existing utilities /infrastructure within the Transit Oriented Development (TOD) project area which are based upon the information gathered from the City of Compton's Public Works Department and private utility purveyors, and the development capacity shown in Figure 6-1.

The study area encompasses public/non-government institutions, residential and commercial properties, industrial, commercial/limited/heavy manufacturing, and mixed use. The available utility infrastructure has little constraints regarding future redevelopment.

The highest density demand allowed by the city is 175 du/acre, although most development is not anticipated to reach that density.

Study Area: A
This area encompasses the north corridor from North of Rosecrans Avenue and between N. Matthisen Avenue eastbound to N. Willow Avenue.

Study Area: B
This sector runs along E. Rosecrans Avenue, from N. Matthisen Avenue to N. Santa Fe Avenue.

Study Area: C
The sector is bordered by N. Matthisen Avenue to N. Willowbrook Avenue to the west and east and W. Spruce Street, and W. Palmer Street to the north and south, respectively.

Study Area: D
This sector is bounded by W. School Street to the north and S. Willowbrook Avenue to the east. Starting southbound on N. Matthisen avenue to eastbound on W. Compton Boulevard to southbound on S. Barron Avenue to eastbound on W. Laurel Street to southbound on N. Acacia Ave to eastbound on W. Indigo Street.

Study Area: E
This sector is bounded by N. Willowbrook Ave to the west and N. Spring Ave to the east, E. Spruce to the north and W. Indigo St. to the south.

Study Area: F
This sector is bounded by N. Willow Ave to the west and N. Santa Fe Ave to the east, south of Rosecrans Ave., and north of E. Myrrh St.


A
B
C
D
E
W Fig St
W Peter St
W Peach St
W Cressey St
W Plum St
W Cherry St
W Rosecrans Ave
W Spruce St
W Maple St
W Cedar St
W Elm St
W Poplar St
W Arbutus St
W Palmer St
W School St
W Magnolia St
W Compton Blvd
W Palm St
W Almond St
W Laurel St
W Cypress St
E Peck St
E Rosecrans Ave
E Spruce St
E Maple St
E Cedar St
E Poplar St
E Arbutus St
E Carson St
E Palmer St
E Compton Blvd
E Laurel St
E Cypress St
N Rose Ave
N Spring Ave
N Willow Ave
N Alameda St
N Acacia Ave
N Willowbrook Ave
S Alameda St
S Willowbrook Ave
N Santa Fe Ave
S Santa Fe Ave
N Long Beach Blvd
N Wilmington Ave
S Wilmington Ave
N Central Ave
S Central Ave
N Alameda St
S Alameda St
N Willowbrook Ave
S Willowbrook Ave
N Acacia Ave
S Acacia Ave
N Chandler Ave
S Chandler Ave
N Alameda St
S Alameda St
N Willowbrook Ave
S Willowbrook Ave
N Santa Fe Ave
S Santa Fe Ave
N Long Beach Blvd
N Wilmington Ave
S Wilmington Ave
N Central Ave
S Central

Development Capacity						
Location	Existing Residential (units)	New Residential (units)	Total Residential (units)	Existing Non-Residential (sf)	New Non-Residential (sf)	Total Non-Residential (sf)
Area A	379	15	394	40,953	0	40,953
Area B	179	125	304	197,042	0	197,042
Area C	873	45	918	69,457	0	69,457
Area D	894	252	1146	199,112	100,000	299,112
Area E	877	1,631	2,508	644,649	48,000	692,649
Area F	364	110	474	225,057	0	225,057
Total:	3,566	2,178	5,744	1,376,270	148,000	1,524,270

Figure 6-2. Development Capacity by Infrastructure Analysis Area.

6.2 Water

6.2.1 Existing Conditions

The City of Compton services approximately 80% of the City's residents through more than 15,000 individual water connections. The City of Compton's Water Utility Division oversees the largest network of water infrastructure, approximately one hundred and fifty-six (156) miles of pipe in length. The drinking water is a blend of groundwater from the Central Basin groundwater basin and surface water imported by the Metropolitan Water District (MWD). The water imported by the MWD is a blend from Northern California's State Water Project water and from the Colorado River Aqueduct. Also, the City has adjudicated rights to pump 70% of the City's water demand. The majority of the City's water utility network is comprised of pipes made of Asbestos-cement (Transite) pipes, Ductile Iron (DI) pipes and Cast Iron (CI) pipes and range from 4"-16" in diameter.

Study Area A: The water mains range from 4"-12" in diameter and comprised of TR, CI, and DI lines.

Study Area B: The water mains range from 4"-16" in diameter and comprised of TR, CI, and DI lines.

Study Area C: The water mains range from 4"-10" in diameter and are TR, CI, and DI lines.

Study Area D: This sector of the study area is the southwest quadrant, south of W. Palmer Street and west of S. Willowbrook Ave. The water mains range from 4"-12" in diameter and are TR. CI, and DI lines.

Study Area E: The water mains range from 4"-12" in diameter and are TR. CI, and DI lines.

Study Area F: The water mains range from 4"-12" in diameter and are TR. CI, and DI lines.

6.2.2 Recommendations

Currently the City's water system can accommodate existing demands and they do not anticipate any issues with meeting future water demands.

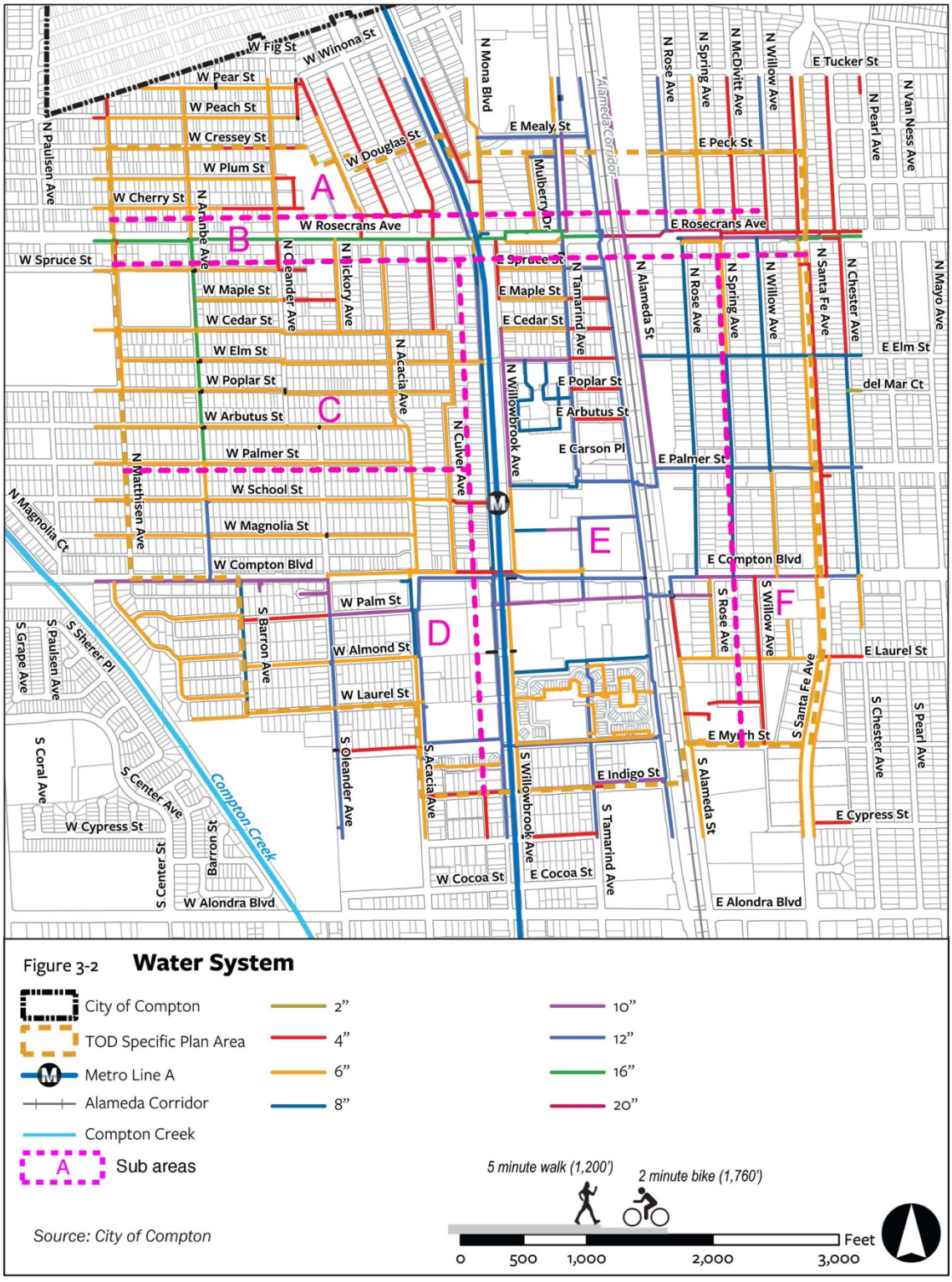


Figure 6-3. Water System.

6.3 Sewer

6.3.1 Existing Conditions

The City's Public Works department owns and maintains the existing sewer system, which is a comprehensive network. Majority of the existing sewer mains are 8" lines but also does range from 6"-12" in diameter. The sewer pipe material for most of the network within the study area is unconfirmed.

Study Area A: The sewer mains range from 6"-10" in diameter and are reinforced concrete pipelines.

Study Area B: The sewer mains range from 8"-10" in diameter and are reinforced concrete pipelines.

Study Area C: The sewer mains range from 8"-12" in diameter and the material is mostly unconfirmed and reinforced concrete pipelines.

Study Area D: The sewer mains range from 8"-15" in diameter and the material is mostly unconfirmed and reinforced concrete pipelines.

Study Area E: The sewer mains range from 8"-15" in diameter and the material is mostly unconfirmed and reinforced concrete pipelines.

Study Area F: The sewer mains range from 8"-15" in diameter and the material is mostly unconfirmed and reinforced concrete pipelines.

6.3.2 Recommendations

Based on the analysis on the capacity and capability to meet future demand of the City of Compton study area, an assessment of the existing sewer line was re-evaluated for the increase demand and the outcome of the analysis are as follows:

Study Area A – There is no future development on this area.

Study Area B – The existing sewer mains are capable to carry additional capacity of the future development in this area.

Study Area C – The existing sewer mains are capable to carry additional capacity of the future development in this area.

Study Area D – Future residential development will occur at the residential zoning area within the study area. Additional new development also includes hotel and office building which will be constructed at the commercial zone along the Compton Boulevard. The additional sewer flow for these developments will tap into the existing sewer lines at the residential and commercial areas which are mostly 8-inch RCP and onto the 15-inch RCP main sewer line at S. Oleander Avenue which is where all sewage generated by the new developments will discharge to. Therefore, the existing sewer mains are capable to carry additional capacity of the future developments.

Study Area E – Future residential development will occur at the residential zoning area within the

study area. Envisioned new development also includes an office building which will be constructed along the Compton Boulevard. The additional sewer flow for these developments will tap into the existing sewer lines at the residential and commercial areas which are mostly 8-inch RCP and onto the 10-inch RCP sewer line at N. Tamarind Avenue and at the 15-inch RCP main sewer at S. Willowbrook Avenue which is where all sewage generated by the new developments will discharge to. Additional sewer flow for future commercial developments at the Renaissance Plaza and Towne Center will tap into the existing 15-inch sewer line at Douglas Dollarhide Drive which is where all sewage generated by these new developments will discharge to. Therefore, the existing sewer mains are capable to carry additional capacity of the future development.

Study Area F – The existing sewer mains are capable to carry additional capacity of the future development in this area.

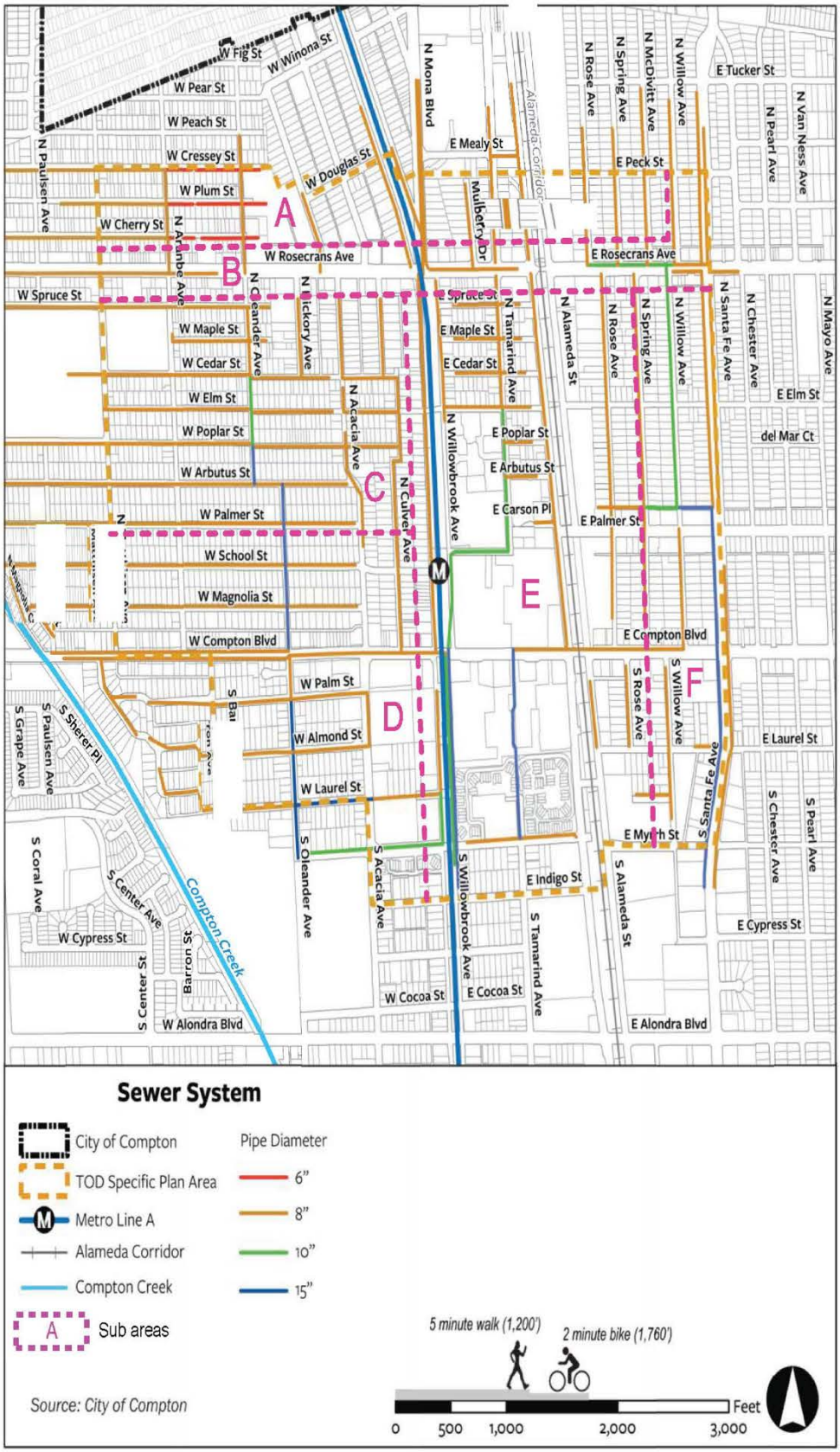


Figure 6-4. Sewer System.

6.4 Storm Drain

6.4.1 Existing Conditions

The Los Angeles County Storm Drain System (LACFCD) is responsible for the management of the existing storm drain system, which is a comprehensive network. The existing trunkline Glen Avenue drainage system located at Mona Blvd and Willowbrook Avenue, BI 0006 - Unit 2 Line E, BI 0006 - Unit 1 Line A and BI 0421 Line E located at Santa Fe Avenue are the main storm drain system. The City's Public works department is also responsible for the maintenance of small lateral pipes and other storm drains within the city.

Study Area A: The stormwater mains range from 39", 60" and 108" in diameter and are reinforced concrete pipelines.

Study Area B: The stormwater mains range from 24", 27", 39", 48", 60", 66" and 108" in diameter and are reinforced concrete pipelines.

Study Area C: The stormwater mains range from 24", 27", 30" and 36" in diameter and are reinforced concrete pipelines.

Study Area D: The stormwater mains range from 30", 42" and 48" in diameter and are reinforced concrete pipelines.

Study Area E: The stormwater mains range from 24", 33", 39", 42", 54", 108" and 138" in diameter and are reinforced concrete pipelines.

Study Area F: The stormwater mains range from 42", 60", 108" in diameter and are reinforced concrete pipelines.

6.4.2 Recommendations

Upgrading of the existing storm drain system will require a further study in the specific plan and an Environmental Impact Report (EIR) will analyze the existing infrastructure. This is according to the City of Compton Public works department Senior Planner managing the TOD project. They are not yet on the level of detail in the specific plan, so there are no immediate recommendations thus far to upgrade the existing storm drain system within the City of Compton TOD Study Area.

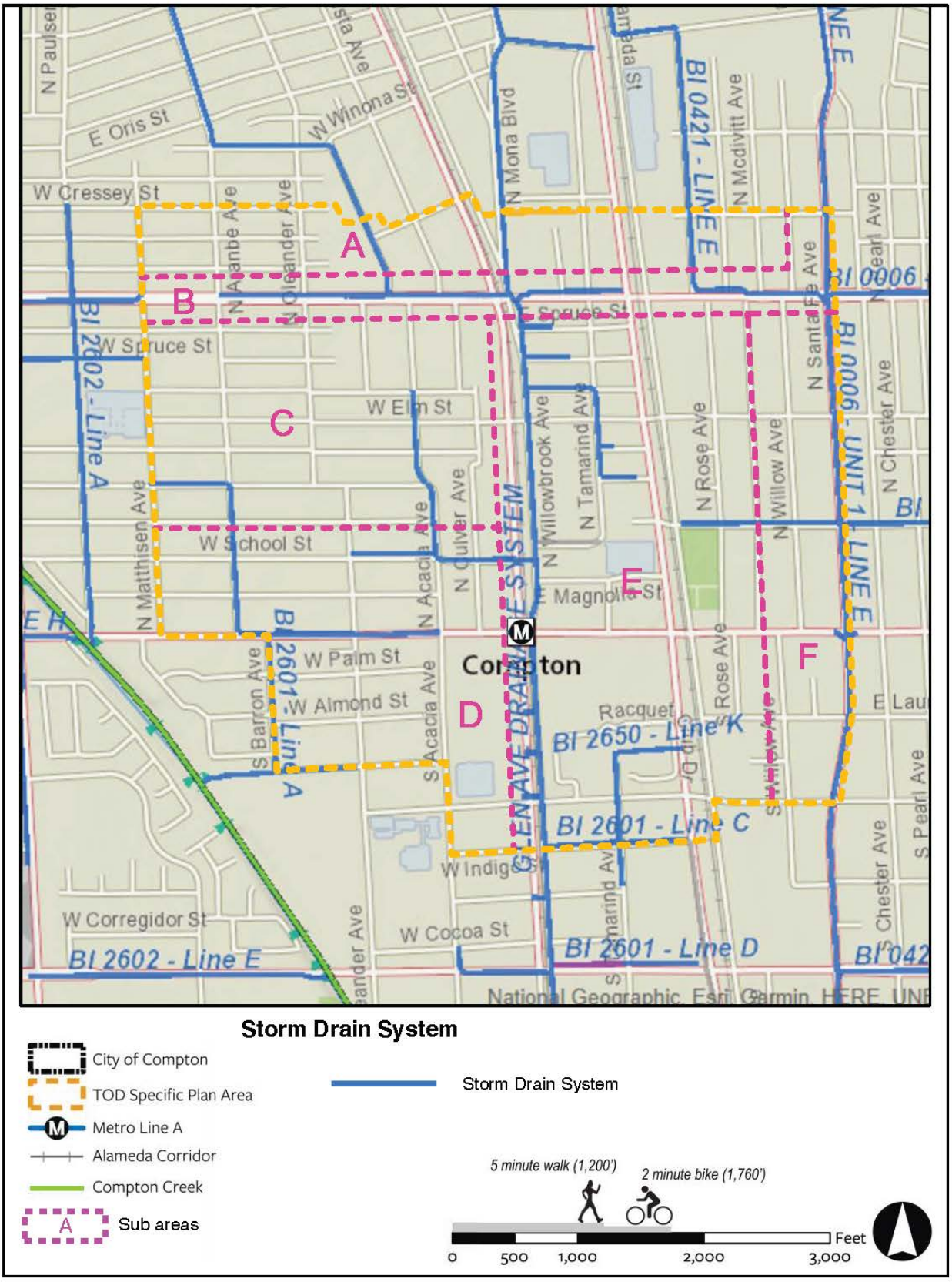


Figure 6-5. Storm Drain System.

6.5 Electrical

6.5.1 Existing Conditions

The Southern California Edison (SCE) Company is the electrical purveyor for the City of Compton. Edison's existing electrical facilities are mostly overhead and underground conductors. The overhead conductors share poles with telecommunications and cable TV facilities.

6.5.2 Recommendations

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 City of Compton's study 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 and cable TV provider 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 City of Compton study 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.

6.6 Natural Gas

6.6.1 Existing Conditions

Southern California Gas Company is the only natural gas purveyor for the residents and businesses within the City of Compton. Almost every parcel within the study area is connected to the SoCalGas facilities. The existing gas mains are predominantly galvanized steel lines with a few polyethylene (PE) and cross-linked polyethylene (PX) lines which range from 1"-8" in diameter.

Study Area A: The gas main ranges from 2"-6" in diameter and are galvanized steel and cross-linked polyethylene lines.

Study Area B: The gas main ranges from 2"-4" in diameter and are galvanized steel and cross-linked polyethylene lines.

Study Area C: The gas main ranges from 2"-4" in diameter and are galvanized steel lines.

Study Area D: The gas main ranges from 2"-8" in diameter and are galvanized steel and cross-linked polyethylene lines.

Study Area E: The gas main ranges from 2"-8" in diameter and are galvanized steel and polyethylene lines.

Study Area F: The gas main ranges from 1"-7" in diameter and are galvanized steel lines.

6.6.2 Recommendations

The analysis on the capacity and capability to meet future demand will be conducted by The

Southern California Gas Company (SoCalGas) in coordination with the County upon submittal of building plans by developers.

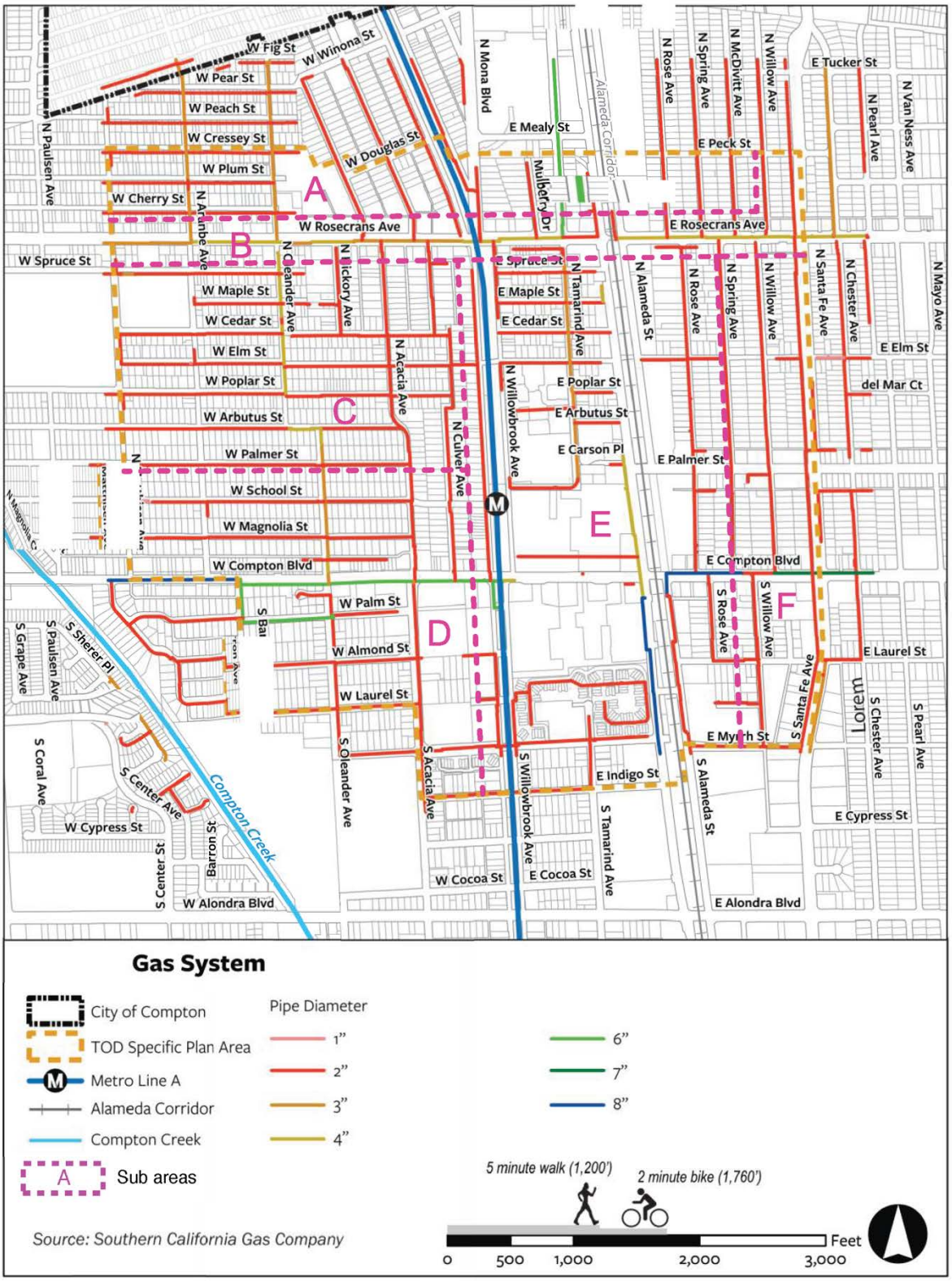


Figure 6-6. Gas System.

6.7 Telecommunications

6.7.1 Existing Conditions

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

Study Area E: CenturyLink's only fiber optic line in the City of Compton runs along Alameda Street West to Los Angeles and continues along the railroad.

6.7.2 Recommendations

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 study 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 CenturyLink 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.

Chapter 7: Implementation and Financing Strategies

7.1 Implementation and Financing Strategies

The transformation of Downtown Compton into a world-class destination that the entire Compton community can enjoy is a multifaceted endeavor which will require diligence, creativity, partnership and sustained will. Many actions will be required on the part of different City departments, private landowners, and community stakeholders. However, this chapter focuses on key features of the strategy which include:

- Establishing a property-based Business Improvement District (PBID) to maintain, secure program and park the Downtown area (Section 7.2)
- Developing public land for affordable housing and other public benefit uses (Section 7.3)
- Foment arts and culture through the Compton Walk and community collaborative arts projects, and engage philanthropic support (Section 7.4)
- Establish local historic designation (Section 7.5)
- Pursue local and outside funding sources (Section 7.6)
- Construct capital projects with help of outside funding sources (Section 7.7)

7.2 Downtown Compton Business Improvement District

A Business Improvement District (BID) is created to perform a variety of services to revitalize and improve commercial neighborhoods under a public-private partnership framework. Under California law, two different types of BIDs are permitted. The first one is created through assessments on businesses. The second, called a property-based BID or PBID, is created through assessments on property owners alone. BIDs allow business or property owners to collectively pay for services to augment those provided by the local government. BIDs are popular because business and property owners are often more willing to assess themselves if they see direct benefit to the value of their business or property.

Because many of the businesses which are anticipated for the future of Downtown Compton are not yet located in the area, a property-based BID may be the best option to provide security, maintenance, marketing, and programming for the area. Some of the activities which could be taken on by the PBID include:

- Hiring guides to provide assistance and security for visitors to Downtown. Unarmed guides are used in many districts to monitor security, conduct outreach with unsheltered homeless persons in the area, coordinate cleaning and maintenance needs, and provide assistance to visitors who have questions. When needed, they can contact police for rapid assistance.
- Providing a superior level of maintenance to the district than through the city in general. Services such as regular power-washing of sidewalks, emptying of trash cans, and landscape maintenance would be critical in maintaining a clean and inviting district which gives visitors confidence to visit the area in the daytime and nighttime hours.
- Operating the public parking facilities described in Section 5.X, including the Dollarhide and Civic Center garages.
- Programming events such as concerts, festivals, and farmers' markets in the major public spaces of Downtown.
- Promoting Downtown as a destination. Possible actions include the development of a brand for the area, supporting the Specific Plan's goal of bringing a hotel and cultural center to downtown Compton, and potentially organizing services for tourism, such as

tours of the City which pump money into the community.

Establishing a Property-Based Business Improvement District (PBID) in Downtown Compton. Property-owners in the PBID are assessed a fair-share allocation of 'special benefits', that is, over and above the general benefits, from proposed PBID activities. General benefits from the PBID realized by public not located in the district and/or properties adjacent to the district boundaries are backed out to estimate the total special benefit costs to be allocated to the PBID properties. These special benefit costs are then assessed to property owners based on the type of service and the estimated share of their property of these services, which is shown as a line item on their property tax bill. A variety of factors can form the basis of this allocation, for example, parcel size, building size, parcel frontage, property use etc., including some combination of these factors. Publicly-owned parcels, such as the Civic Center, will not be exempt from these assessments.

The process to establish a PBID involves the following steps:

- Following the adoption of the Specific Plan, developing a district strategic plan built on stakeholder (property-owner) inputs and consensus to describe the vision and priorities for the PBID.
- Based on this, developing a 'District Management Plan' that lays out the business plan for the PBID, including the district boundary, parcels included, type of services and improvements, costs to provide these services and improvements, estimation of special benefit costs and the calculation of special benefit assessment to each property owner.
- Completing a petition campaign and a ballot process, whereby property owners contributing 50 percent plus $1 of the total special benefit assessments agree to petition the City to establish the PBID. Any single property that contributes more than 40 percent of the special benefit costs is excluded from the ballot, with the remaining properties determining the ballot outcome. Once a BID is formed, all property or business owners within its boundaries must pay their assessment, even if they initially opposed its formation.
- Next, the PBID property owners submit a written petition to the City, which may initiate proceedings to form a district by the adoption of a resolution expressing its intention to form a district.
- Upon approval, a non-profit PBID management organization with a board of directors is established to oversee the operations and collection of assessments from the County Assessor.
- A PBID can be approved for an initial period of 5 years, followed by a renewal of 10 years.
- The management district plan may set forth specific increases in assessments for each year of operation of the district.

7.3 Public Land Development

Many of the key projects envisioned by this Specific Plan are located on land owned by the City of Compton or County of Los Angeles. These projects are of particular importance to the implementation of the community vision because they are less responsive to market conditions and return requirements than development on privately-owned land. As a result, they are particularly oriented to serve several key purposes:

- As catalysts for development in the Specific Plan area
- For public benefit projects, such as community, arts, museum, or educational spaces which may not generate a financial return

- To provide affordable housing and affordable commercial space to establish a bulwark against displacement
- To help secure outside funds from public agencies, foundations, or other institutions

Development projects on public land which are not yet subject to an Exclusive Negotiating Agreement will be subject to the Surplus Land Act, which was strengthened in 2019. This Act requires that City-owned land which is declared surplus be offered first to developers of 100% affordable housing. As a result, all housing development anticipated on publicly-owned land is anticipated to be affordable housing. This will help to balance out the housing construction on privately-owned land, which may be affordable but is more likely to be market-rate, and as mentioned above, fulfill an important goal of the plan to minimize displacement by creating affordable housing options for Compton residents.

Government agencies at the state and County level have created several programs which encourage transit-oriented affordable housing projects on public land by providing financial assistance to the projects and/or infrastructure improvements which support these projects and transit access. Among these programs are Affordable Housing and Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG) and Metro Affordable Transit Connected Housing (MATCH). For example, the Compton Innovation Hub project at 501/601 E. Compton Blvd. secured $21 million in an AHSC grant in 2022 for affordable housing construction, Metro bus purchases, and buildout of the Compton Walk in the Alameda Street East to Santa Fe Avenue segment.

The major public land development opportunities in the Specific Plan and their associated infrastructure projects could be subject of grant applications in the future. See Figure 7-2 for a map of these infrastructure projects.

Civic Center

The 17-acre Civic Center is mostly owned by the County of Los Angeles, with City Hall and the Sheriff station owned by the City of Compton. The City of Compton will need to work proactively with the County Supervisor's office as well as its operating departments in order to orchestrate the desired change in this area.

The Urban Design Framework for the Civic Center is described in Section 2.4. There are two major vertical development project envisioned on the site. A 150-unit affordable housing project would go on the large City-owned lot occupied by the Heritage House. The Heritage House, a local historic monument, would need to be moved as illustrated in Figure 2-6 or incorporated into the design of the project. Appropriate populations could include families or small worker households. Parking could be provided onsite or in the current Civic Center garage should appropriate arrangements be made with the garage owner, and outside funding could be leveraged to support the change of Willowbrook Avenue into a couplet with bicycle facilities.

One additional option, not pictured in the Urban Design Framework, is to free up extra land by providing the Sheriff's Department with new facilities off-site in an area more suited to rapid vehicular entry and exit than Downtown Compton will become. One potential area for this is in the Rosecrans Center district near the intersection of Rosecrans Avenue and Alameda Street; however, there may be other opportunities in the City as well. With extra land available on the Civic Center site, space may be available for a larger development which could be entirely affordable or mixed-income as needs dictate.

A second development potential is a hotel and cultural center/museum project proposed on the site of the current library on the northwest side of the MLK Memorial Plaza. It is also possible that the current library site might instead accommodate a different type of new development, other than a hotel and cultural center/museum. While current demand for hotel in the area may be low, in the longer term this could become an important component of activating the Civic Center and Downtown Compton in general. In the shorter term, Compton-specific cultural exhibitions could be held in the library and at City Hall to begin to generate interest, while fundraising and partnerships begin to materialize around the museum component, and improvements in Downtown Compton's environment increase the demand for hospitality uses.





409 N. Alameda St.

This currently vacant City-owned site is adjacent to the Metro at Compton Senior Apartments, a 75-unit senior affordable housing development completed in 2015. It was included in a City RFP in 2018 along with the 501/601 E. Compton Boulevard site; however, no Exclusive Negotiating Agreement has been signed regarding this site. As a result, the site will be subject to the updated Surplus Land Act and will need to be offered first for affordable housing development.

The Specific Plan anticipates a project of 106 affordable residential units on this 0.8-acre site in a five- or six-story structure which would ideally have a lower height on the northern portion of the property, building up to a taller height and small commercial component at the corner Alameda Street and Carson Place, across the street from where a key downtown gateway element is envisioned on the southwest corner of the street.





500-600 N. Alameda St. E.

This 3.6-acre site is also used as a yard by the City Public Works and Parks and Recreation Departments. There are a few structures on-site, including 1940's-era Quonset huts; however, all are in fair to poor condition. The northern portion of the narrow site is suited to townhomes, which could be developed as affordable homeownership units, while the wider southern portion could be used for a multistory building with ownership or rental flats.

The project could leverage outside funds for the creation of the Alameda East greenway (Section 5.5), which would greatly enhance the livability of the development itself. Due to the narrowness of the site, buildings will likely come up to the property line, and a portion of the greenway can be used to create a buffer for the residential units.





458 S. Alameda St. E.

This 5.5-acre site is currently used by the City Public Works Department as a yard for City vehicles. The Specific Plan proposes consolidating the vehicles on this site into a three-acre footprint, freeing roughly two acres to be divided between affordable housing development and park or community garden space. Soil sampling should be conducted to determine the best portions of the site for development. One potential for this green space, strongly supported by the community, is to combine the community garden with a "food incubator," a building which would provide rentable commercial kitchen space to small food vendors, including those who currently operate out of their homes.

The Specific Plan envisions a four-story building with 90 residential units on the site. This would be an appropriate location for affordable family housing.





398 N. Willowbrook Ave. E.

This one-acre City-owned parking lot just northeast of the Metro station and north of the Dollarhide Center parking garage is a prime opportunity to create a transit-oriented affordable housing development. Given its small L-shaped footprint, constructing garage parking while maintaining a walkable first-floor frontage on this site will be difficult; therefore, this project is envisioned as a small-unit affordable housing development without parking for seniors, single workers, or other populations more likely to live without access to a vehicle. The project could leverage grant funds for the proposed conversion of Willowbrook Avenue into a couplet with bicycle facilities (Section 5.4).

Just south of the parking lot, on the west façade of the Dollarhide parking garage, are a grassy berm and a new Metro security building which is vacant. The grassy berm represents an opportunity for the City to encourage pop-up or convenience retail, perhaps in a simple stand or shipping container. The Metro security building could be occupied by the Business Improvement District as offices and a hub for maintenance and security services.





7.4 Arts and Culture Promotion

The Specific Plan envisions Downtown Compton as a hub for cultural production and as a world-class destination to experience art and culture. Key arts and culture related projects include:

- Streetscape customization of the Compton Walk with locally-directed artistic, historic, interactive, and didactic elements along the streetscapes and in Major and Minor 'Places' (Section 2.7, 4.14, 4.15)
- Creation of an innovation hub for digital production in the 501/601 E Compton Blvd project (Section 2.6)
- Development of a hotel, museum and/or cultural center at the Civic Center celebrating area(s) in which Compton has contributed to the world (Section 2.4)

The plan also puts regulations in place to direct 0.5% of development project costs into public art (Section 3.10) and establish public benefit incentives for affordable arts and culture space (Section 3.12).

Artistic and cultural industries are often decentralized and collaborative, and in order to achieve these goals, the City will need to engage with a broad range of organizations and individuals, some of whom may take a larger role than the City itself. One potential method to stimulate collaboration between residents, City leadership, and these organizations would be to establish

a City Arts Commission and appoint members of the key local arts organizations to it. The Arts Commission could also relieve the Planning Commission of duties assigned in this Specific Plan related to the review of applications for public art in Section 3.10.

Funding for arts and culture projects may come from competitive public grant sources like the ones mentioned in Section 7.6; however, philanthropy is also a promising avenue. Famous current or former Compton residents such as Dr. Dre and the Williams sisters have made substantial contributions to cultural and sports facilities in the community. More institutional foundations may also be interested. Finally, large non-profit institutions such as universities also present opportunities to develop and operate of cultural and educational facilities. The key is to identify lead departments or organizations, inside or outside the City and quasi-governmental bodies, that have the drive and capacity to seek, coordinate, and execute funding.

One potential is the Compton Arts Project, a collaborative between SEPIA Collective, Cakecutter Institute, the Robey Theatre Company and the Mayor's Office of the City of Compton which has received funding from public and private sources. Its five goals are to:

1) Center arts and culture in the City
2) Fund an arts and culture community center in the City
3) Highlight and support the brilliance of Compton artists and their contributions
4) Encourage local ownership and development of businesses near our cultural centers
5) Demonstrate the value of art as an economic engine that has the power to anchor communities

Specific Plan Projects such as the Compton Walk, potential affordable arts or community space in new development, and the establishment of a cultural center in the Civic Center align clearly with the goals of the Compton Arts Project.

7.5 Historic Resources

The City of Compton does not currently have a local historic designation program. The City might consider establishing a local historic designation program and placing key historic resources such as the MLK Memorial Plaza and Compton Courthouse in it, or applying for designation for these publicly-owned resources. This would make these areas eligible for federal and state Historic Tax Credits, Historic Preservation Certified Local Government Program (CLG) grants, and other sources which can be used for revitalization.

7.6 Funding Sources

Figure 7-1 gives a list of some of the most promising funding sources for implementation of the Specific Plan as of early 2022.

Funding/Implementation Method	Purpose	Funding Type
City		
Specific Plan Costs Recovery Fee Program	Recouping incurred non-grant costs for plan preparation incurred by the City.	One-time fees on developers realizing benefits from CEQA-approved specific plan development provisions.
Financing Districts:		
Community Facilities Districts (CFD) (Mello Roos)	Capital improvements and operations & maintenance.	2/3 Voter - Approved annual special tax on property owners for identified purposes; can issue bonds.
Special Benefits Assessments	Capital improvements and services.	Simple majority fair-share special assessment of costs to benefiting property owners with the option of paying over time, qualifies for bond issuance.
Landscaping and Lighting Maintenance Districts (LLMD)	Capital improvements and operations & maintenance.	Type of special assessment for landscaping and lighting
Enhanced Infrastructure Financing Districts (EIFD)	Area-wide infrastructure district	Tax-increment financing to fund bonds; Specific rules for establishment, financing horizon and approved projects.
Community Revitalization and Investment Authority (CRIA)	Area-wide affordable housing and infrastructure district (Applicable to SB 375 Disadvantaged Communities)	Tax-increment financing to fund bonds; Specific rules for establishment, financing horizon and approved projects.

Fees:		
Park Fees	Capital expenses for park and open space	One-time fees on developers based on the Quimby Act, in lieu of park/open space dedication by developer.
Development Impact Fees	Variety of Capital Improvements	One-time fees on developers developed on a fair-share nexus basis that finance a variety of capital facilities and improvements.
State Gasoline Tax - City Capital Improvement Program (CIP) Allocations	Street improvements and maintenance.	Annual allocation from state to local jurisdictions based on formula.
Business Improvement District (Business and Property)	Operations and maintenance of common facilities, and small-scale capital projects, including parking facilities.	Self-elected annual assessments on businesses or properties; cannot issue bonds, thus limited on the scale of capital expenditures.
County		
Measure A: Safe, Clean Neighborhood Parks & Beaches	Grant Funding for park and open space improvement and creation.	Annual allocations and competitive grants of the annual Measure A special tax of property.
Measure W: Safe Clean Water Program	Provides local, dedicated funding to increase local water supply, improve water quality, and protect public health.	Annual allocations and competitive grants of the annual Measure W special tax of property.
Metro Active Transportation (MAT)	Grants for first/last mile and active transportation corridor projects; focused in disadvantaged and high transit ridership areas.	Grant allocation through a competitive process.

Metro Affordable Transit Connected Housing (MATCH)	Loans for predevelopment funds and acquisition for new affordable housing projects and for protection of tenants in existing rental properties that may be redeveloped	Subsidized loan to developer
State		
SB 1: Road Maintenance and Rehabilitation Program	California State Transportation Fund for Local Street Maintenance and Repair	Allocation to Local Agencies based on an apportionment formula
Affordable Housing and Sustainable Communities (AHSC)	Funding for greenhouse gas reduction projects that combine affordable housing development with active and public transportation improvements	Grants made to developers through a competitive process. City support required.
Active Transportation Program	Funding to increase the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities	Grant allocation through a competitive process.
Infill Infrastructure Grant (IIG) Program	California HCD grant financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate affordable housing development.	Grant made to developers through a competitive process. City support required.

California Urban Greening Program	California Natural Resources Agency financial assistance for greenhouse gas and heat island reduction (Applicable to SB 375 Disadvantaged Communities)	Grant allocation through a competitive process
California Arts Council Grants	Various Council grants	Grant allocation through a competitive process.
Historic Preservation -- Certified Local Government Program (CLG) Grants	State of California (OHP), and the National Park Service (NPS) grants for historic preservation.	Grant allocation through a competitive process.
Highway Safety Improvement Program	Federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.	Grant allocation through a competitive process.
Federal		
Community Development Block Grants	HUD Capital improvements and operations & maintenance.	Annual allocations to cities to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services,
RAISE -- Rebuilding American Infrastructure with Sustainability and Equity, 2021	Transit-supportive area-wide improvements under the 2021 Bipartisan Infrastructure Law	Grant allocation through a competitive process.

Opportunity Zone (OZ) Funds	Private capital investment for a variety of housing and economic development projects (Applies to designated OZs within Compton: within the Specific Plan area these are SW of the corner of Compton Blvd & Willowbrook Ave and north of Rosecrans Ave)	Private investors realize capital gains tax deferment on investments made within Federal OZs made through OZ Funds.
New Markets Tax Credit ("NMTC") areas	Private capital investment for a variety of housing and economic development projects (Applies to the NMTC Qualified Area within Compton).	Incentivizes private investment in distressed areas through tax credits. Investments made through Community Development Entities (CDE).
Non-Profit		
California ReLeaf Program	Non-Profit Partnership with CA Dept. of Forestry and Fire Protection	Grant allocation through a competitive process.

Figure 7-1. Funding Sources.

7.7 Capital Project Implementation

Figure 7-2 provides a map of the anticipated capital projects to implement the Specific Plan and presents the current priority level assigned to each project. Figure 7-3 then provides funding sources which may be pursued to fund each of these capital improvement projects.



Figure 7-2. Capital Projects

Map Key	Specific Plan Capital Projects	Development Condition?	Potential Funding Sources	Level
1	**Compton Walk Phase 1: road diet, streetscape**	Yes, per 501/601 SP	i. Funded with Affordable Housing and Sustainable Communities (AHSC)	State
2	**Compton Walk Phase 2: road diet, streetscape**	Possible	i. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			ii. Affordable Housing and Sustainable Communities (AHSC)	State
			iii. Infill Infrastructure Grant (IIG) Program	State
			iv. Active Transportation Program (ATP)	State
			v. RAISE -- Integrated with Area-wide Transit-Supportive Improvements	Federal
			vi. Highway Safety Improvement Program (HSIP)	State
3	**MLK Plaza Improvement (Addition of Rentable Kiosks, Seating, Greenery)**	No	i. Historic Preservation -- Certified Local Government Program (CLG) Grants	State/Federal
			ii. California Urban Greening Program	State
			iii. California ReLeaf Program	Non-Profit
4	**Metro Plazas & Pedestrian Mall**	Yes	i. Private Developer Funds	
			ii. Park Fees	City
			iii. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
5	**Compton Central Park**	Yes	i. Private Developer Contributions	
			ii. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			iii. Park Fees	City
			iv. Measure A: Safe, Clean Neighborhood Parks & Beaches	County
			v. California Urban Greening Program	State
			vi. Community Development Block Grants	Federal
			vii. California ReLeaf Program	Non-Profit

6	**Willowbrook Ave Conversion to Couplet & Bike Facilities**	No	i. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			ii. Affordable Housing and Sustainable Communities (AHSC)	State
			iii. Infill Infrastructure Grant (IIG) Program	State
			iv. Active Transportation Program (ATP)	State
			v. RAISE -- Integrated with Area-wide Transit-related Improvements	Federal
7	**Conversion of Open Space to Neighborhood Park**	Possible	i. Park Fees	City
			ii. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			iii. Measure A: Safe, Clean Neighborhood Parks & Beaches	County
			iv. California Urban Greening Program	State
8	**New Streets**	Yes	i. Private Developer Funds	
			ii. Financing Districts: CFD, LLMD, Special Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			iii. RAISE -- Integrated with Area-wide Transit-related Improvements	Federal
9	**Museum & Hotel**	N/A	i. Public-Private Partnership	Local
			ii. Opportunity Zone Funds	Federal
			iii. New Markets Tax Credit ("NMTC") areas	Federal/ Community Development Entities
			iv. California Arts Council Grants	State
10	**Relocation of Sheriff Station (land purchase required)**	No	i. Development Impact Fees	City
			ii. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City
			iii. Other City Funds -- Sale or Lease of Existing Facilities	City

11	**Alameda East Street Closure/Greenway and Connection of Rosecrans Av across Alameda Corridor**	No	i. Financing Districts: CFD, LLMD, Special Benefit Assessment, EIFD, CRIA	City and/or Joint Powers Authority
			ii. Measure A: Safe, Clean Neighborhood Parks & Beaches	County
			iii. Measure W: Safe Clean Water Program	County
			iv. Affordable Housing and Sustainable Communities (AHSC)	State
			v. Infill Infrastructure Grant (IIG) Program	State
			vi. California Urban Greening Program	State
			vii. California ReLeaf Program	Non-Profit
			viii. RAISE -- Integrated with Area-wide Transit-related Improvements	Federal

Figure 7-3. Capital Improvement Projects with Funding Sources.

Appendix: Compton Walk Streetscape Design Concept

This appendix describes the streetscape design concept for the Compton Walk which was developed by The Arroyo Group in consultation with representatives of the Compton Station Specific Plan Stakeholders Committee.

A.1 Streetscape Design Concept and Theme

As a nod to Compton's inspiring musical history, The Compton Walk will include a base streetscape patterning and design intended to resemble a blank musical 'score sheet', upon which the local community will be encouraged to compose and share their own unique 'songs' and expressions about Compton. The experiences along the Walk will be created, maintained, and updated over time by local artists and business owners, expressing the City of Compton's contributions to music, sports, politics, theater, visual arts and fields yet undefined. It will serve as a major attraction to those who wish to come to appreciate and explore the City's culture.

Figure A-1 illustrates diagrammatically how a range of programming and activities can be composed to generate a unique and evolving range of experiences, similar to how notes can be combined to make a song. Punctuating this primary pathway of experiences will be a rhythm of streetscape 'Places' associated with adjacent private development and other civic open spaces that will seek to promote additional moments of connection, discovery, learning, history, cultural expression, and entertainment.

Figure A-1 shows the overall extents and routing of the Compton Walk. Key districts and civic spaces will be connected and a regular placement and hierarchy of programming and space types will promote exploration and discovery.

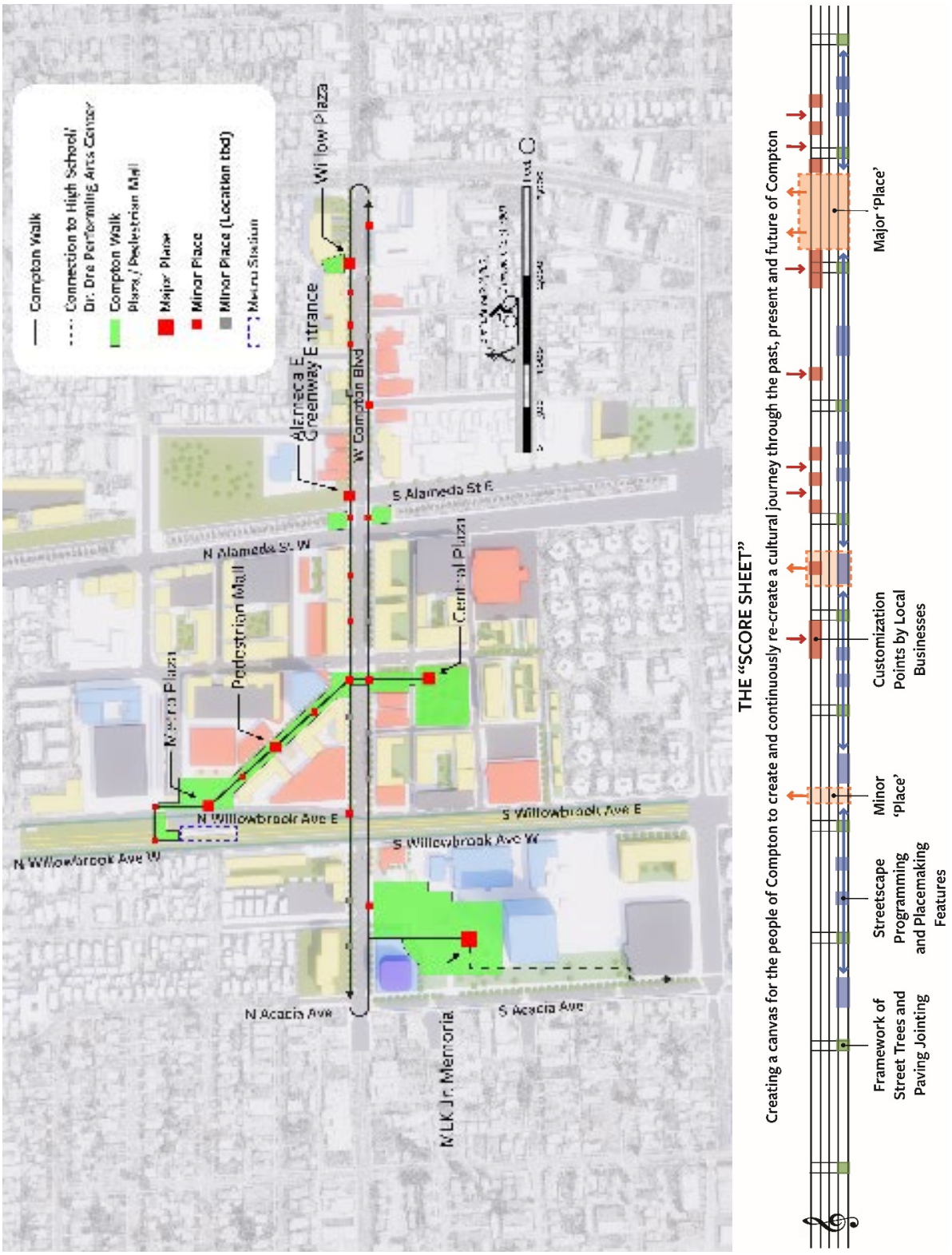


Figure A-1. Overall Compton Walk Diagram (left) and 'Score Sheet' Programming Concept (right).

A.2 The 'Score Sheet' Base Streetscape Improvements.

The following base streetscape improvements have been proposed along Compton Blvd to create the foundation to a new walkway experience that will evoke feelings one is walking down a musical 'score sheet' and discovering the unique and evolving song which the community will 'compose'.

The base 'score sheet' streetscape improvements include:

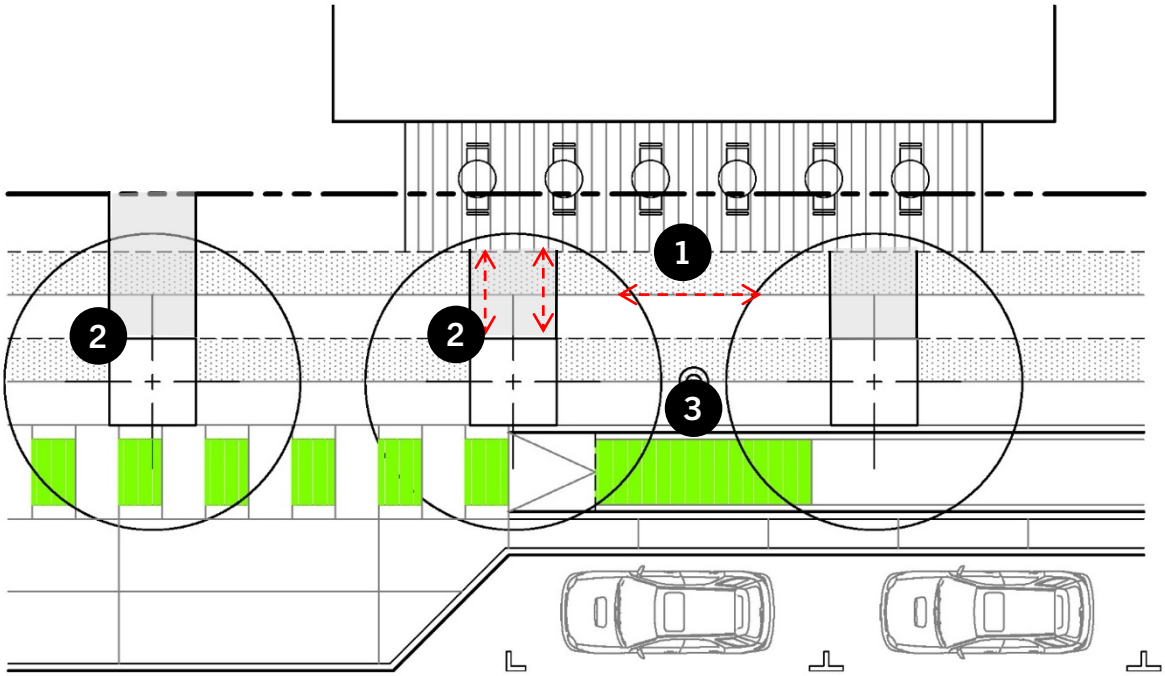
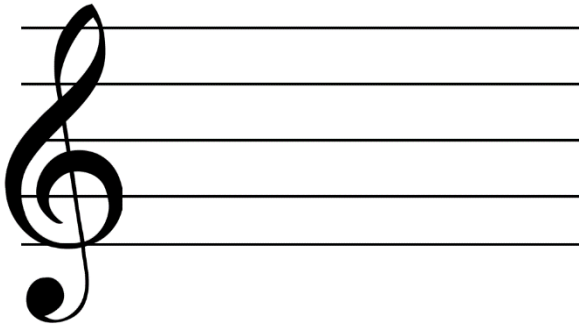


Figure A-2. Typical 'Score Sheet' Streetscape.

1. Linear Walkway Paving Patterning (the ledger lines of the 'score sheet')

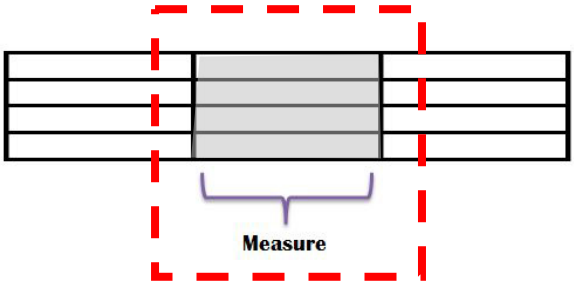
Long, linear pavement scoring lines are Intended to help maintain a cohesive-looking streetscape along the length of corridor while also providing a framework for the organization and future placement of art and other programming elements (aka 'notes', see below). Sawcut concrete joints will provide a clean, cost-effective, and easily implementable system for patterning the concrete sidewalk surface and will become a simple backdrop for art and placemaking interventions to stand out as featured elements. Ease of maintenance will be another key feature of the proposed sidewalk treatment by utilizing durable concrete materials, that will be easy to clean and repair, with a simple joint patterning that can be replicated across a range of sidewalk conditions and material lifecycles.





2. Streetscape Sub-Division Framework (the measures, or bars, of the 'score sheet')

A regularly spaced, repetitive system for segmenting the long direction of the Compton Walk will help further unify the corridor while also providing a sequence of smaller places for scaling up or down a hierarchy of new streetscape moments, experiences, and placemaking (see more under Sections 4.14 and 4.15). At-grade street tree planters and perpendicular-to-curb sidewalk jointing will be the primary sub-dividing features for this layer of the streetscape design.





3. Streetscape Furniture (the beat)

New streetscape furniture elements will help provide a starting point to activate and engage people along the corridor. A range of seating types and formations will be important to provide for a variety of user needs, from contemplative individual seating to more social group seating. Other street furniture elements also include trash receptables, pedestrian lighting, bike racks, signage and wayfinding, district branding, and other items TBD. A specific aesthetic direction and/or Supplier for the range of identified furniture should be selected during the next phases for design and in conjunction with a more refined community outreach process.









A.3 Streetscape Customization: Historic, Art, and Placemaking Features

Building on the base 'Score Sheet' streetscape, the Compton community will be encouraged to compose its own melody of artistic, historical, and interactive elements which will be the focus of a journey through cultural Compton. The process of developing the placemaking will need to be highly inclusive and consider a range of perspectives, weaving different elements and layers together to create a cohesive song of experiences. A strong community engagement process is encouraged to ensure all voices are heard and registered in composing a vision for The Walk.

Streetscape Programming and Placemaking Features

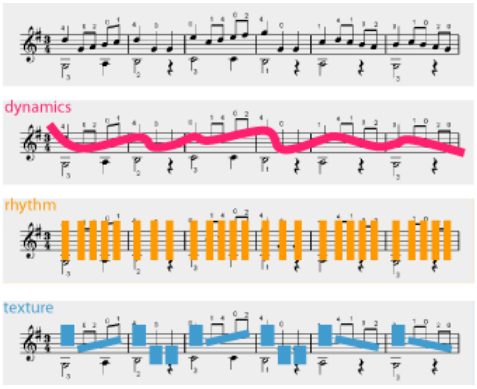
A composition of streetscape programming, art, placemaking, and other ideas will be important layers for Compton Walk to be able to tell its own story and unify an overall walk experience. These layers may include a regular rhythm of elements to hold the streetscape together and other unique, localized placemaking moments to promote further exploration and discovery.

Goals for programming and the development of placemaking along The Walk:

- Develop a range of elements and placemaking that cater to the needs of abutting businesses, the general resident community, the historic community, the creative community, and outside visitors with the goal to serve as broad of a range of user types as possible and in turn increase vibrancy.
- Provide a variety of activities for different types of users, activities and times of day, also to increase vibrancy.
- Balance elements made to pay tribute to the past with creative, forward-thinking elements and messaging for the future.
- Educate people about the lesser-known stories of Compton's past, while also responding to the general public's love for famous members of the community.
- Provide a range of element types, including vertical elements, multi-media, and lighting to provide visual strong interest.



A range of program types encourage to create vibrancy. A regularly spaced rhythm of program elements to unify the streetscapes (left), one-off placemaking interventions and art (right)



This visualization shows how different combinations of programming (notes) can create very different experiences (songs) along the Compton Walk streetscape and is encouraged.

Minor 'Places'

This guideline will allow for and encourage local businesses to utilize portions of The Compton Walk streetscape to better engage with the overall walkway experience and promote a clearer connection and gateway to those businesses. Outdoor dining operations, unique business paving and patterning, and other business improvements will be allowed to push out into the edges the streetscape, identified as Streetscape Zone C**.**

A series of these smaller enhanced streetscape spaces are envisioned to dot the Compton Walk and act as 'breadcrumbs' for encouraging further exploration and discovery throughout the downtown. Minor 'Places' will be distinguished from the rest of the streetscape with artistic or special paving elements related to the adjacent business operations. Minor 'Places' would be located at key streetscape nodes or building entries to mark adjacent destinations and access points. Several suggested locations have been identified in **Figure 2-10** in red with provisions in gray for others to be implemented over time.





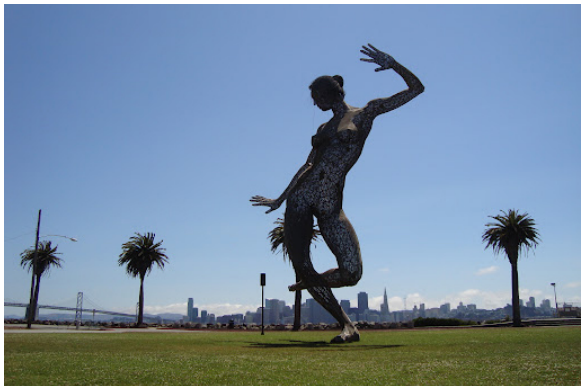
Source: The Apollo Apartments,



Major 'Places'

The Compton Walk will provide important connections to the downtown's key civic spaces and parks, which will be experienced as Major 'Places' as part of a comprehensive walk experience. Large, iconic programmatic elements, events, art celebrating Compton greats, and vibrant civic spaces will be featured at these locations to help focus the energy of the downtown at its most important centers. Some of the downtown locations identified for Major 'Places' include, but are not limited to:

- MLK Memorial Plaza (Civic Center) – see Section 2.4
- Metro Plaza (adjacent to Compton Station) – see Section 2.5
- Corner of Compton Blvd. and Tamarind Ave. – see Section 2.5
- Alameda East Greenway Gateway – see Section 2.9
- Willow Plaza – see Section 2.6





A.4 Greening Features

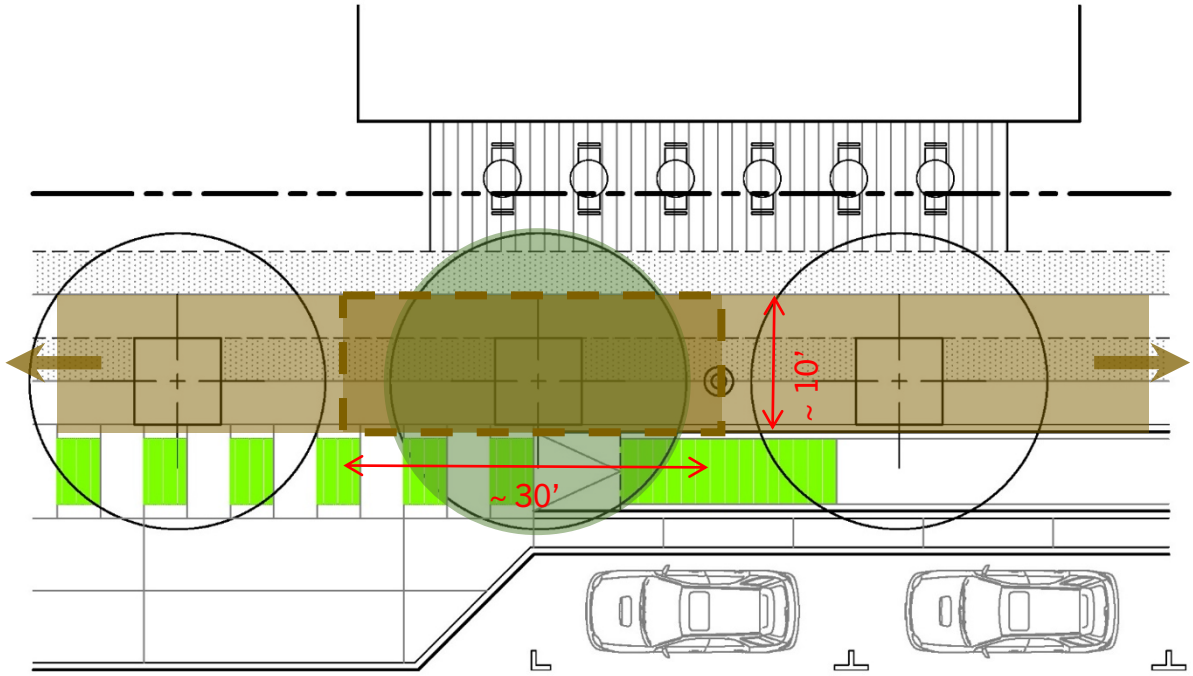


Figure A-3. Compton Walk Landscape Infrastructure Systems.

Street Trees - Rooted in Compton's Local History.
The tree selection for Compton Boulevard is based on the historic Eagle Tree in Compton, which predated the founding of the City of Compton and was a nod to the City's historic rancho origins.

The Eagle Tree, which was located at the southeast corner of Poppy Street and Short Avenue, dated back to the mid-1800's where the tree, already mature at that time, was used as a border marker at the northeastern boundary of the historic Rancho San Pedro, a 118-square-mile tract that covered most of what is now the South Bay and Compton areas, as well as the western part of Long Beach. The tree was used by travelers as an orientation marker and was given its name by eagles that used it as a perch point overlooking the broad surrounding landscape. This large California Sycamore was one of the few remnants of a long past era of California history, however, it was cut down six years ago when it became sick and a hazard. Today the Eagle Tree stump remains with a plaque.

London Planetree (Platanus acerifolia 'Columbia') was chosen as the featured street tree for Compton Blvd due to its close similarities to the native California Sycamore (Platanus racemosa) and because of its better overall suitability as a streetscape tree, with a more upright growth habit and superior disease resistance. London Planetree was also favored for its large leaves and thick canopy, providing shade during the hottest months of the year. The trees' deciduous nature will provide interesting color changing foliage in fall and, with no leaves, allow warming sun to shine through the canopy in the cooler winter months.







The Eagle Tree –Then.



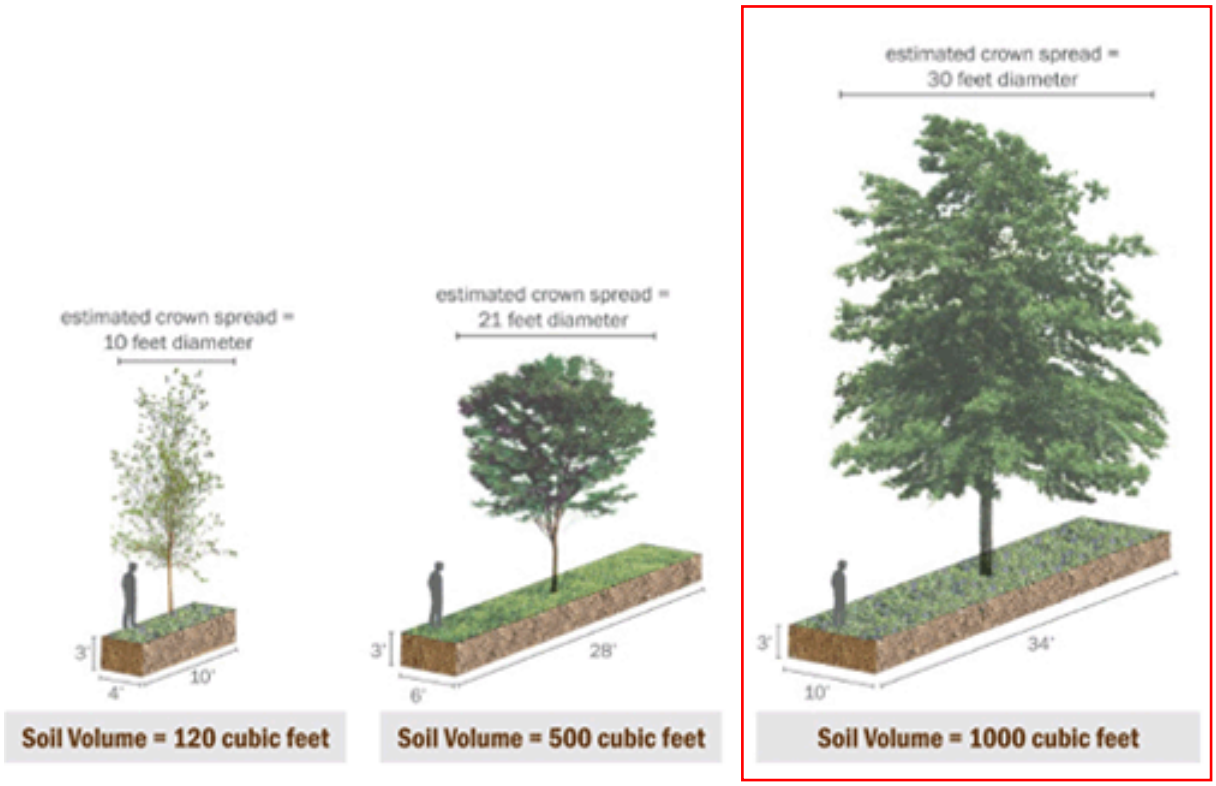


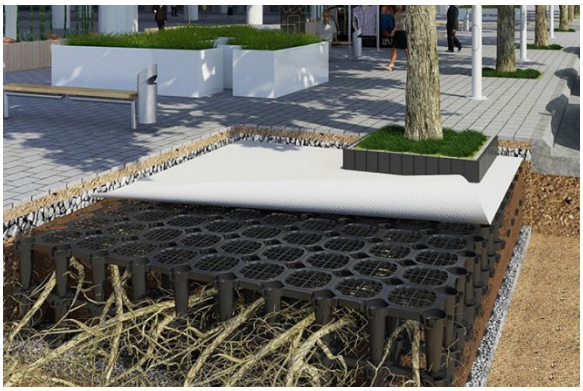
London Planetree (Sycamore).

Root Trenches - Infrastructure for Supporting Large Street Tree Growth.
Growing large-size street trees in constrained, urban sidewalk conditions is contingent on the trees having enough below-ground soil volumes to support the large growth. A root trench is a landscape infrastructure system that allows for the maximization of planting soil volume in tight urban conditions.

Root trenches provide a long, narrow volume of soil along the length of the streetscape (parallel to the curb line) and provide an unobstructed below-ground medium for urban street tree roots to grow in. The growth medium for tree roots does not need to be evenly distributed around the tree trunk to be effective, it may be stretched out in a linear direction and still provide a similar, usable soil volume. The root trench system takes advantage of spaces between trees (often under sidewalk hardscape) as part of maximizing the available root growth zone and provides a means of co-sharing root zone spaces between trees. A target of 1,000 cubic feet of planting soil will provide sufficient growth medium for a single 30-foot diameter street tree and will require a roughly 10' wide subterranean root trench.

Maximizing aeriation points to the root zones below paving areas will help facilitate root growth and may require a porous paving surface or regular openings in the surface sidewalk. Below-ground structural soil and cellular support systems are often used to support surface paving over root trench zones and would be further developed in detailed design stages for the streetscape implementation. Root trenches also provide excellent opportunities as infiltration points for rainwater and corridor drainage.







Source: WT Burden Landscape.

October 18, 2022

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **COMMUNITY DEVELOPMENT DEPARTMENT**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 2022-001, A REQUEST TO AMEND THE LAND USE ELEMENT AND MAP TO CREATE THE 575.5 ACRE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN OVERLAY DISTRICT FOR THE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN**

SUMMARY

Adoption of the attached resolution will amend the General Plan Land Use Element and Land Use map to create the 575.5-acre Compton TOD Specific Plan Overlay District. This will allow the proposed Compton TOD Specific Plan to be approved and be consistent with the General Plan without having to immediate change the land use designation of every lot within the project area. This is very beneficial to the existing property owners, because it will avoid creating consistency issues with zoning while at the same time giving the property owners more development flexibility.

BACKGROUND

The City of Compton is proposing the Compton Station TOD Specific Plan for an area approximately one-half mile around the Blue line Compton Station platform to promote transit-oriented development and to redevelop the downtown area. However, prior to approval of the TOD specific plan, the General Plan must be amended to allow for the creation of an overlay district that the TOD Specific Plan will utilize. The City has never needed an overlay district before until the TOD Specific Plan because the document will apply overlay zoning while not proposing immediate development.

STATEMENT OF ISSUE

The proposed General Plan amendment will amend the Land Use Element and map to create the Compton TOD Specific Plan (SP) Overlay District. General Plan overlay designations are frequently used to designate particular areas for redevelopment, permit the affected lots to not be restricted by a single land use category and to avoid general plan zoning inconsistencies. An “overlay” land use (SP) is applied over the underlying general plan land use designation to provide an additional layer of guidance. For example, a property owner can choose to develop under the general plan (base) land use designation “General Commercial” or under the proposed TOD Specific Plan Overlay District designation. The proposed GPA will also encourage and facilitate future development by eliminating the need for multiple general plan amendments.

The primary goal is to provide flexibility. The Compton Station Transit Oriented Development Specific Plan (TOD-SP) is a 20-year planning document. Redevelopment within the TOD-SP could occur rapidly or take 10 or 20 years to be utilized by developers. In the interim, property owners should not be prohibited from developing or expanding their property/business nor

become inconsistent with the General Plan and or Zoning, as a result of the City approving the specific plan. The proposed specific plan land use district overlay will prevent this and permit the property owner to have the option to use the base general plan land use designation and zoning or choose to utilize the provisions of the TOD-SP overlay designation.

The proposed Specific Plan overlay is limited to City initiated specific plans. Individual projects proposing immediate development like the KBK project will be required to amend the General Plan and Zoning map to immediately apply the SP land use designation and zoning directly to their property as a base land use and zoning designation.

To create the overlay district designation, the current General Plan Specific Plan land use goal #3 will be amended as follows:

Specific Plan Land Use Goal (Existing)

3. Specific Plans within a quarter mile of either the Compton or Artesia stations shall facilitate transit-oriented developments including residential, commercial, hotel, and recreational uses that bring people to the Downtown and or serve as a Downtown as destination points for the region and catalyst for the further revitalization of and investment in the area.

Specific Plan Land Use Goal (Amended)

3. Specific Plans within a *up to a half* mile of either the Compton or Artesia stations shall facilitate transit-oriented developments including residential, commercial, hotel, and recreational uses that bring people to the Downtown and or serve as a Downtown as destination points for the region and catalyst for the further revitalization of and investment in the area.

   The Specific Plan land use designation in lieu of being applied as a base land use designation can also be applied as an "Overlay District" designation. This overlay district specific plan designation shall only apply to area wide specific plans that do not propose a specific project. Presently, it is envisioned that this overlay designation will only apply to the Compton Station TOD-specific plan area, but could be applied in other areas. Figure A shows the limits of the Compton TOD-SP overlay district.

Environmental Review:

In accordance with the California Environmental Quality Act ("CEQA"), California Public Resources Code, Division 13 §21000 et seq., The City of Compton in its capacity as Lead Agency, has determined that the proposed general plan amendment is exempt form the provisions of CEQA in accordance with section 15061.

FISCAL IMPACT

There is no direct fiscal impact to the General Fund that will result from the adoption of the attached resolution. The proposed general plan amendment establishes the TOD specific plan overlay district only and does not propose any development or use of City funds.

FINDINGS FOR APPROVAL OF GENERAL PLAN AMENDMENT CASE NO. 2022-001:

1. That the proposed amendment of the general plan land use element creating the TOD specific plan overlay district will be in conformance with and further the goals of the existing general plan when adopted. Further, the proposed general plan amendment is consistent with the General Plan in that the new Compton TOD overlay district designation will be consistent with the following goals and policies of the General Plan:

    - **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.*
    - **Land Use Element Specific Plan Goal 3**: *Land use Specific Plans within a quarter mile of either the Compton or Artesia stations shall facilitate transit-oriented developments including residential, commercial, hotel, and recreational uses that bring people to the Downtown and or serve as a Downtown as destination points for the region and catalyst for the further revitalization of and investment in the area.*
    - **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 preserve 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 creation of the special specific plan overlay district is more suitable for the subject area than the existing land uses permitted in that the proposed new specific plan overlay district designation is in addition to existing land uses and will encourage and facilitate the redevelopment of the downtown area and surrounding areas with transit friendly urban development targeting the reduction in greenhouse gases, promoting the use of walking, bicycling and mass transit and providing more market rate and affordable housing; and

3. That the uses permitted in the proposed land use classification will not be detrimental to the surrounding area in that the amendment will create a special TOD specific plan overlay district for the Compton TOD specific plan, which has undergone significant review by the City and has been analyzed by the companion program environmental impact report. This district will allow for future coordinated and comprehensive development under the provisions of the Compton TOD Specific Plan.

Planning Commission Decision Recommendation

The Planning Commission at its September 21, 2022 meeting adopted a resolution recommending that the City Council approve the proposed general plan amendment amending the Land Use Element and map to create the TOD specific plan overlay district.

RECOMMENDATION

Therefore, staff recommends the City Council approve the proposed general plan amendment Case No. 2022-001.

ROBERT DELGADILLO
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING:

THOMAS THOMAS
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 2022-001, A REQUEST TO AMEND THE LAND USE ELEMENT AND MAP TO CREATE THE 575.5 ACRE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN OVERLAY DISTRICT FOR THE COMPTON TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN

WHEREAS, the City of Compton has made application for a general plan amendment in accordance with Section 30-28 of the Compton Municipal Code to amend: The 1991 general plan land use element to create and apply the 575.5-acre Compton Transit Oriented Development (TOD) Specific Plan Overlay District for a certain real properties situated in the City of Compton, legally described as follows:

See Attachment "A"; and

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

WHEREAS, the City of Compton City Council approved by ordinance No. 2333 on May 18, 2021 the amendment the general plan land use element to create the Specific Plan (SP) land use designation; and

WHEREAS, General Plan Amendment Case No. 2022-001 was processed in accordance with Compton Municipal Code (CMC) 30-28; and

WHEREAS, the General Plan Amendment creating the TOD specific plan overlay district is needed to ensure General Plan consistency with the Compton TOD Specific Plan and to avoid the creation land use/zoning inconsistencies for the properties within the Compton TOD Specific Plan project boundaries while simultaneously ensuring consistency with the future TOD specific plan; and

WHEREAS, referral, publication 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, the proposed general plan amendment is exempt from the provisions of CEQA through section 15061 because the proposed general plan amendment is not proposing, encouraging or facilitating any development project. The proposed general plan amendment is only creating a TOD specific plan overlay district. A related specific plan for the project area that similarly does not proposed any development has a companion Program Environmental Impact Report prepared accordance with the California Environmental Quality Act (CEQA which separately analyzed the proposed Compton TOD Specific plan document; and

WHEREAS, the Planning Commission held a public hearing on September 21, 2022 and voted to recommending approval of general plan amendment 2022-001 to the City Council; and

WHEREAS, a public hearing on said request to amend the Land Use Element and Land Use Map was held before the City Council on October 18, 2022; and

WHEREAS, the City Council considered all the information presented pertaining to the General Plan Amendment No. 2022-001; and

WHEREAS, the City Council being fully informed:

F I N D S

1. That the proposed amendment of the general plan land use element creating the TOD specific plan overlay district will be in conformance with and further the goals of the existing general plan when adopted. Further, the proposed general plan amendment is consistent with the General Plan in that the new Compton TOD overlay district designation will be consistent with the following goals and policies of the General Plan:

- **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.*
- **Land Use Element Specific Plan Goal 3**: *Land use Specific Plans within a quarter mile of either the Compton or Artesia stations shall facilitate transit-oriented developments including residential, commercial, hotel, and recreational uses that bring people to the Downtown and or serve as a Downtown as destination points for the region and catalyst for the further revitalization of and investment in the area.*
- **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 preserve 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.*
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- **Circulation Element, Policy 1.5:** *Provide commercial areas that are conducive to pedestrian and bicycle circulation*;

2. That the creation of the special specific plan overlay district is more suitable for the subject area than the existing land uses permitted in that the proposed new specific plan overlay district designation is in addition to existing land uses and will encourage and facilitate the redevelopment of the downtown area and surrounding areas with transit friendly urban development targeting the reduction in greenhouse gases, promoting the use of walking, bicycling and mass transit and providing more market rate and affordable housing; and

3. That the uses permitted in the proposed specific plan land use overlay district classification will not be detrimental to the surrounding area in that the amendment will create a special specific plan overlay district for the Compton TOD specific plan, which has undergone significant review by the City and has been analyzed by the companion program environmental impact report. This district will allow for future coordinated and comprehensive redevelopment under the provisions of the Compton TOD Specific Plan.

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

Section 1. That the General Plan Compton Station Specific Plan Overlay District for the Compton Transit Oriented Development Specific Plan project area as shown in Attachment "A" is hereby created and shall be reflected in the official general plan land map.

Section 2. 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 3. That this resolution adopted hereby shall take immediate effect and be in full force after the date of its final passage and adoption by the City Council.

Section 4. The Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance and shall cause the same to be published as required by law.

ADOPTED this _____ day of _____, 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

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

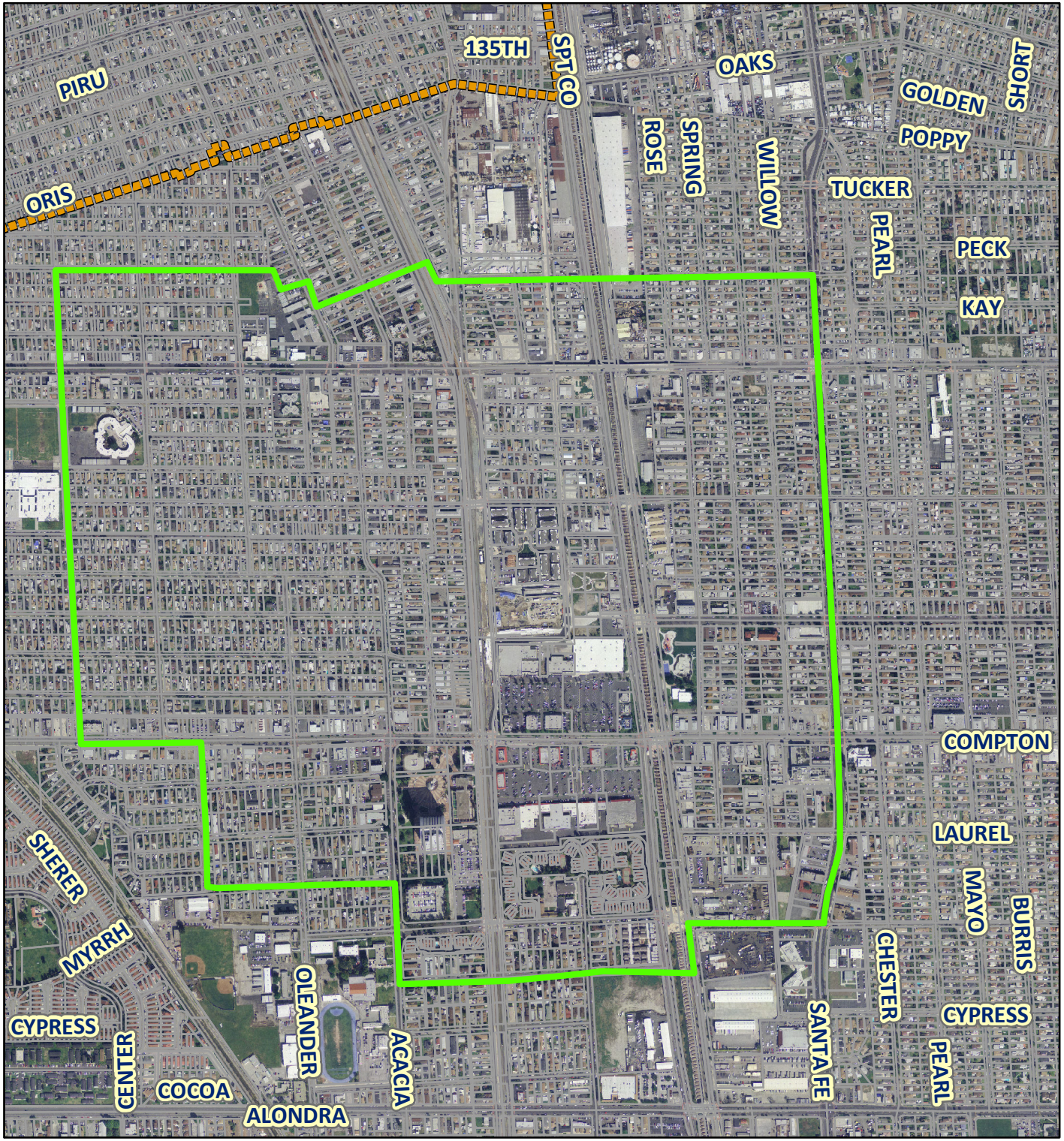
The Resolution was adopted by the following vote, to wit:

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

_____
CITY CLERK OF THE CITY OF COMPTON

ATTACHMENT A





CITY OF COMPTON

AERIAL MAP

Compton TOD Specific Plan Area

Legend

parcels

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

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

October 18, 2022

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: CITY MANAGER AND CITY CONTROLLER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO AMEND THE 2022-2023 FISCAL YEAR BUDGET AND APPROPRIATE FUNDS IN THE AMOUNT OF FIVE HUNDRED THOUSAND DOLLARS ($500,000) TO FACILITATE USE OF PROFESSIONAL CONSULTANT SERVICES TO FACILITATE HIGH-RISK AUDIT REPORT CORRECTIVE ACTION PLAN

SUMMARY

The purpose of this item is to act on a Resolution to appropriate funds and amend the Fiscal Year 2022-2023 Budget to utilize funds from the American Rescue Plan Act (ARPA) to address priorities recommended by the State Auditor of the State of California through utilization of professional consultant services in the fields of legal, financial, software, and human resource services. This item will authorize funding to be appropriated, but selection of contractors will forward to Council at a later date as needed.

BACKGROUND

After authorization by the Joint Legislative Audit Committee (JLAC) in 2021, the California State Auditor's Department issued an Audit Report to the City of Compton on October 13, 2022, which includes audit findings and a Corrective Action Plan required to be completed over the next two years. The findings and recommended actions are serious in nature and pose significant financial and legal risks if not properly and efficiently addressed. The State Auditor Report took months of investigation, including numerous hours of investigation by the State Auditor staff across a large set of City departments and City officials. The Corrective Action Plan recommendations have been diligently prepared by the State Auditor and should be regarded with the utmost seriousness.

STATEMENT OF THE ISSUE

It is imperative that the City address the concerns in the report in a timely fashion and avoid negative progress reports by the State Auditor that may be reported to the State Legislature. In order to take these actions, the City needs to hire a number of consultants with expertise in these matters to help implement these directives. Staff is proposing a budget amendment to spend ARPA funds to immediately address the corrective action plan items required to be implemented this fiscal year. Staff will return with future funding requests in future fiscal years to address the remaining items and timelines identified in the report. Failure to take immediate action will jeopardize the City's ability to address the Corrective Action Plan and the stated due dates and will risk further involvement of the State legislative.

The use of ARPA funds includes a category of usage to pay for ongoing City services that the City revenue would have ordinarily paid for and had the funds for if the pandemic had not occurred. In the allowable category of "Lost Revenue Due to the Pandemic," the City has calculated that it has lost approximately $13M. The calculation followed the formula which was prescribed by the ARPA legislation in Federal Register / Vol. 87, No. 18 / Thursday, January 27, 2022 / Rules and Regulations 4401.

A summary of Corrective Action Plan items are as follows (as published on the website of the CA State Auditor) and is inclusive of due dates:

1. By April 2023 – Council Action Needed for:
    a. Approve ballot measure for charter amendment to prioritize competitive hiring
    b. Adopt updated Human Resources policies to increase efficiency of the recruiting process as follows:
        i. Establish policy requiring regular and proactive review of job specs and salary schedules
        ii. Require Human Resources to assess each completed recruitment
        iii. Implement new recruitment plan
        iv. Update recruitment manual
        v. Require development of succession plans
        vi. Require City Manager to submit annual report of Human Resources status in meeting objectives & minimizing staff vacancies
2. By July 2023 – Council Action Needed for:
    a. Approval to fully staff Human Resources and Controller's Dept with qualified individuals
    b. Adoption of a full fiscal sustainability plan, policy to establish responsible parties for implementation, and quarterly updates from City Manager on implementation
    c. Approval of update to budget policy to allow for community input in a timely manner
    d. Adoption of a Capital Improvement Plan and consideration of utilization of reserve funds to pay for improvements
    e. Approval to finish the Cost Allocation Plan and implementation in the Budget for FY23-24
3. By October 2023 – Council Action Needed for:
    a. Approval of training program for Mayor and Councilmembers
4. January 2024 – Council Action Needed for:
    a. Approval to hire a Central Purchasing Officer
    b. Approval of funding and vendor to complete a City-wide Purchasing Manual
5. By April 2024 – Council Action Needed for:
    a. Approval of funding and hiring of consultant to update the Fee Schedule

6. By July 2024 – Council Action Needed for:
    a. Approval of funding and consultant to complete a repayment plan for the General Fund
    b. Approval of funding and vendor to maintain up to date audits
    c. Approval of funding and vendor of financial policy checklists
    d. Approval to Implement Other Postemployment Benefits (OPEB) and Pension Liability Reduction Plan
7. By December 2024 – Council Action Needed for:
    a. Approval of an updated Sewer Master Plan
    b. Approval of resolution on past audit findings
    c. Approval to have a plan and policy for firefighter staffing and overtime cost comparison

FISCAL IMPACT

The fiscal impact of this agreement will be an appropriation of $500,000 which will be received and paid from the following fund and object codes, with an increase in the revenue appropriations for the FY2022-2023 Adopted Budget:

Account Name	Account Code	Amount
Other Federal Grant Revenue	2810-000-000-3565	$500,000

Increase in the Expenditure appropriations for the FY2022-2023 Adopted Budget as follows:

Account Name	Object Code	Amount
Other Contract Services	2810-510-000-4269	$500,000

RECOMMENDATION

Staff recommends the appropriation of ARPA funds in order to address these serious and urgent needs. Failure to take immediate action will risk delay of implementation of the Corrective Action Plan by their recommended due dates and will risk further involvement of the State legislature. It is recommended that the City Council adopt the attached Resolution to appropriate funds and amend the FY23 Budget from funds from the American Rescue Plan Act (ARPA) to address priorities recommended by the State Auditor of the State of. This is essential to ensure the successful completion of all required actions by the State.

SHARON RAHBAN NAVIZADEH, CITY CONTROLLER

APPROVED FOR FORWARDING:

THOMAS THOMAS, CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO AMEND THE 2022-2023 FISCAL YEAR BUDGET AND APPROPRIATE FUNDS IN THE AMOUNT OF FIVE HUNDRED THOUSAND DOLLARS ($500,000) TO FACILITATE USE OF PROFESSIONAL CONSULTANT SERVICES TO FACILITATE HIGH-RISK AUDIT REPORT CORRECTIVE ACTION PLAN

WHEREAS, California State Auditor's Department issued a High-Risk Audit Report on October 13, 2022, which includes audit findings and a corrective action plan with due dates which are due over a two-year period; and

WHEREAS, the findings and recommended actions are serious in nature and pose significant financial and legal risks if not properly and efficiently addressed; and

WHEREAS, in order to address the correction action plan in a timely manner, the City needs to retain professional consultant services in the fields of legal, financial, software, and human resource services; and

WHEREAS, on March 11, 2021, Congress enacted the American Rescue Plan Act (ARPA) Act of 2021, which authorized funds for a variety of uses. The use of ARPA funds includes a category of usage to pay for ongoing City services that the City revenue would have ordinarily paid for and had the funds for, if the pandemic had not occurred; and

WHEREAS, in the allowable category of "Lost Revenue Due to the Pandemic," the City has calculated that it has lost approximately $13M during the pandemic. The calculation followed the formula which was prescribed by the ARPA legislation in Federal Register / Vol. 87, No. 18 / Thursday, January 27, 2022 / Rules and Regulations 4401.

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

SECTION 1. That the 2022-2023 Fiscal Year Budget will appropriate funds as follows:

Account Name	Account Code	Amount
Other Federal Grant Revenue	2810-000-000-3565	$500,000

SECTION 2. That funds for these expenditures in the Fiscal Year 2022-2023 Budget will be increased as follows:

Account Name	Account Code	Amount
Other Federal Grant Revenue	2810-510-000-3565	$500,000

SECTION 3. That funds for these expenditures are available in the 2022-2023 Fiscal Year Budget in Account No. 2810-000-000-3565.

SECTION 4. That a copy of this Resolution shall be forwarded to the offices of the City Clerk, City Manager, City Attorney, and City Controller.

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

ADOPTED this _____ day of _____ 2022.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

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

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

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

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

_____
CITY CLERK OF THE CITY OF COMPTON