

NOTICE

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

**COMPTON CITY COUNCIL
SPECIAL AGENDA
Thursday, March 25, 2010
6:00 PM**

HEARING(S)

OPENING

ROLL CALL

INTRODUCTION OF SPECIAL GUESTS

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES

CITY MANAGER'S REPORT

1. REQUEST TO SCHEDULE A JOINT PUBLIC HEARING AUTHORIZING THE SALE, ISSUANCE AND DELIVERY BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF COMPTON OF TAX ALLOCATION BONDS FOR THE COMPTON REDEVELOPMENT PROJECT AREA AND MAKING CERTAIN FINDINGS PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 33445
(April 13, 2010 at 3:20 p.m.)

CITY ATTORNEY'S REPORTS

CITY TREASURER'S REPORTS

UNFINISHED BUSINESS

NEW BUSINESS

2. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON, APPROVING MITIGATED NEGATIVE DECLARATION NO. CRA-001 AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPOSED 2009 TAX ALLOCATION BONDS TO BE ISSUED BY THE COMMUNITY REDEVELOPMENT AGENCY

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: Tuesday, April 06, 2010 @ 7:00 PM.

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March 25, 2010

TO: MAYOR AND COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: REQUEST TO SCHEDULE A JOINT PUBLIC HEARING AUTHORIZING THE SALE, ISSUANCE AND DELIVERY BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF COMPTON OF TAX ALLOCATION BONDS FOR THE COMPTON REDEVELOPMENT PROJECT AREA AND MAKING CERTAIN FINDINGS PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 33445.

SUMMARY

Staff respectfully requests that the City Council schedule a joint public hearing for **Tuesday, April 13, 2010, at 3:20 p.m.** to request authorization for the sale, issuance and delivery of a proposed Tax Allocation Bond by the Community Redevelopment Agency and make certain findings pursuant to California Health and Safety Code Section 33445.

BACKGROUND:

The redevelopment plan (the “Redevelopment Plan”) for a redevelopment project area of the Agency known and designated as the “Compton Redevelopment Project Area” (the “Project Area”) has been adopted and approved and all requirements of law for, and precedent to, the adoption and approval of said plan have been duly complied with. The Redevelopment Plan contemplates that the Agency will issue bonds from time to time to finance or refinance projects undertaken within the Redevelopment Project Area.

**DR. KOFI SEFA-BOAKYE
DIRECTOR OF REDEVELOPMENT**

**CHARLES EVANS
CITY MANAGER**

March 25, 2010

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON, APPROVING MITIGATED NEGATIVE DECLARATION NO. CRA-001 AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR A PROPOSED 2009 TAX ALLOCATION BONDS TO BE ISSUED BY THE COMMUNITY REDEVELOPMENT AGENCY

SUMMARY

Staff is requesting that the City Council consider adopting a resolution approving Mitigated Negative Declaration No. CRA-001 and the Mitigation Monitoring and Reporting Program for the 2009 Tax Allocation Bonds.

BACKGROUND

Community Redevelopment Agency of the City of Compton (“Agency”) is considering the issuance of a 2010 Tax Allocation Bonds (“Bonds”) in which the proceeds shall be utilized to fund a variety of potential projects contained in the Agency’s Five Year Implementation Plan adopted by Council in December 2009.

STATEMENT OF THE ISSUE

The Agency, in consultation with the Assistant General Counsel of the California Natural Resources Agency and Grigsby & Associates, has deemed it necessary to prepare and process this proposed Mitigated Negative Declaration for the proposed Bonds and that the Notice of Determination be filed with the State Clearinghouse in order to minimize the exposure to any potential legal challenges as to the appropriateness and adequacy of the CEQA review conducted.

Accordingly, the Agency prepared an Initial Study/Environmental Checklist pursuant to the requirements of CEQA and the City of Compton’s environmental guidelines. The environmental analysis (of the proposed Bonds) determined that implementation of the proposed issuance of the tax allocation bond proceeds would not result in significant adverse environmental impacts, with the implementation of the recommended mitigation measures for the proposed projects. In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the Council coincidental to the approval of a mitigated negative declaration in connection with the Mitigation Monitoring and Reporting Program. These findings shall be incorporated as part of Council’s findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code.

#2.

The environmental analysis conducted under the Initial Study, pursuant to the requirements of CEQA, indicated that the issuance of the proposed Bonds will not result in any unmitigable significant adverse impacts. Therefore, the following findings of significance may be made with respect to the proposed Bonds.

1. The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the recommended mitigation.
2. The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. The proposed project *will not* have impacts that are individually limited and cumulatively considerable.
4. The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with adherence to the mitigation recommendations herein.

Additionally, in accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Compton shall make the following finding:

5. A Mitigation Reporting or Monitoring Program will be required, including the accountable enforcement agency or monitoring agency for the mitigation measures adopted as part of the decision-maker's final determination.

In accordance with the requirements of CEQA, a Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Availability for the proposed Bonds was posted with the Los Angeles County Clerk for the required twenty (20) day public review period, which commenced on October 13, 2009 and concluded on November 1, 2009. It should be noted that no comments have been submitted.

FISCAL IMPACT

The adoption of this resolution will not have any impact on the Agency account or the City's General Fund account.

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution approving Mitigated Negative Declaration No. CRA-001 and the Mitigation Monitoring and Reporting Program for the proposed 2009 Tax Allocation Bonds.

DR. KOFI SEFA-BOAKYE
DIRECTOR OF REDEVELOPMENT

CHARLES EVANS
CITY MANAGER

RESOLUTION NO. _____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING MITIGATED NEGATIVE DECLARATION NO. CRA-001 AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPOSED 2009 TAX ALLOCATION BONDS**

WHEREAS, the Community Redevelopment Agency of the City of Compton (the "Agency") is carrying out the Redevelopment Plan for the Compton Redevelopment Project Area, as merged and amended by Ordinance No. 2,114 adopted by the City Council and Commission on November 16, 2004; and

WHEREAS, the Agency desires to pursue issuance of the 2009 Tax Allocation Bonds ("Bonds") in which the proceeds shall be utilized to fund a variety of potential projects located within the boundaries of the Compton Redevelopment Project Merged and Amended Area of the City's Community Redevelopment Plan; and

WHEREAS, the Agency staff has performed the necessary environmental compliance regulations pursuant to the California Environmental Quality Act for the proposed Bonds; and

WHEREAS, the Agency staff has prepared Mitigated Negative Declaration No. CRA-001, and find that the issuance of the proposed Bonds will not present any environmental impacts which cannot be mitigated with the appropriate actions; and

WHEREAS, the Agency staff has prepared a Mitigation Monitoring and Reporting Program to reduce environmental factors which may cause an impact on the environment to less than significant.

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

Section 1. That in accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Compton shall make the following finding:

1. The proposed project (s) *will not* have the potential to degrade the quality of the environment, with the implementation of the recommended mitigation.
2. The proposed project(s) *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. The proposed project(s) *will not* have impacts that are individually limited and cumulatively considerable.
4. The proposed project(s) *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with adherence to the mitigation recommendations herein.

#2.

5. A Mitigation Reporting or Monitoring Program will be required, including the accountable enforcement agency or monitoring agency for the mitigation measures adopted as part of the decision-makers final determination.

Section 2. That the City Manager is hereby authorized to execute the necessary agreements upon the advice of the City Attorney.

Section 3. That a certified copy of this resolution shall be filed in the offices of the Executive Secretary, City Attorney, City Controller, Community Redevelopment Agency, and Clerk.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this resolution.

ADOPTED this ____ day of _____, 2010.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON:

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor, and attested by the City Clerk at the regular meeting thereof held on the ____ day of _____, 2010.

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

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

CITY CLERK OF THE CITY OF COMPTON

Initial Study

Mitigated Negative Declaration No. CRA-001

Community Redevelopment Agency 2010 Tax Allocation Bonds Compton, California



Lead Agency:

Community Redevelopment Agency of the City of Compton

**205 South Willowbrook Avenue
Compton, California 90220**

March 2010

- 1. Project Title:** Community Redevelopment Agency
2010 Tax Allocation Bonds
- 2. Lead Agency Name and Address:** Community Redevelopment Agency of the
City of Compton
205 South Willowbrook Avenue
Compton, CA 90220
- 3. Contact Person and Phone Number:** Dr. Kofi Sefa-Boakye
Director of Redevelopment
(310) 605-5511
- 4. Project Manager:** Oliver Mujica, Municipal Resource Center
- 5. Project Location:** Compton Redevelopment Project Merged
and Amended Area
- 6. Project Sponsor's Name and Address:** Community Redevelopment Agency
205 South Willowbrook Avenue
Compton, CA 90220
- 7. General Plan Designation:** Various
- 8. Zoning:** Various
- 9. Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)

The Community Redevelopment Agency of the City of Compton is proposing to utilize the proposed 2010 Tax Allocation Bonds for the projects identified in Exhibit 2 in order to achieve the goals of its Redevelopment Plan.

10. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)

The Compton Redevelopment Project Area encompasses approximately 2,635 acres within the City of Compton's boundaries, as shown in Exhibit 3.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☒	Aesthetics	☐	Agricultural Resources	☒	Air Quality
☐	Biological Resources	☒	Cultural Resources	☒	Geology/Soils
☒	Hazards & Hazardous Materials	☒	Hydrology/Water Quality	☒	Land Use/Planning
☐	Mineral Resources	☒	Noise	☒	Population/Housing
☒	Public Services	☐	Recreation	☒	Transportation/Traffic
☒	Utilities/Service Systems	☒	Mandatory Findings of Significance		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:

Date:

March 10, 2010

**Printed
Name:**

Oliver Mujica
Municipal Resource Center

For:

Dr. Kofi Sefa-Boakye
Director of Redevelopment

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1. Introduction

The Community Development Commission of the City of Compton (the “Agency”) is considering the issuance of 2010 Tax Allocation Bonds (the “Bonds”). The proceeds of the Bonds shall be utilized to fund the following projects located within the boundaries of the Compton Redevelopment Project Merged and Amended Area of the City’s Community Redevelopment Agency:¹ The Agency in consultation with its bond underwriter (Grigsby & Associates) and the Assistant General Counsel of the California Natural Resources Agency has determined that a CEQA document should be prepared to identify any potential significant adverse impacts and recommended mitigation measures that would reduce any such impacts to a level of insignificance.

- **North Downtown Master Plan (Projects No. 1 – 11)** – Envisioned as a Transit Village comprising of the Dr. Martin Luther King Jr. Transit Center, Community Center, Seniors Activity Center, Parking Structure, and the combination of Housing and Mixed-Use Developments (APN’s: 6166-004-006, 6166-005-906 and 912, 6166-006-924, 6166-010-015, 025, 031 and 032, and 6166-011-005, 006 and 026);
- **Willow Walk Townhomes (Project No. 12)** – On June 9, 2004, the Compton Planning Commission adopted Resolution No. 3713 approving Mitigated Negative Declaration No. 872 for the development of a 124-unit townhome complex (APN’s: 6166-005-022 and 150). Further CEQA review shall not be required subsequent to the issuance of the proposed 2010 Tax Allocation Bonds;
- **Alameda Court Housing (Project No. 13)** – On November 8, 2006, the Compton Planning Commission adopted Resolution No. 3806 approving Mitigated Negative Declaration No. 904 for the development of a 28-unit town home complex (APN’s: 6160-025-030 and 031). Further CEQA review shall not be required subsequent to the

issuance of the proposed 2010 Tax Allocation Bonds;

- **Street Light Improvements and Street Enhancements (Projects No. 14 – 19)** – To improve pedestrian and vehicular safety the following public right-of-way corridors will be enhanced: Alameda Street, Compton Boulevard, Rosecrans Avenue, Willowbrook Avenue, and Greenleaf Boulevard;
- **Jackie Robinson Sports Complex (Project No. 20)** – Development of a minor league baseball stadium and little league baseball diamonds within Gonzales Park (APN’s: 6144-018-903 and 904);
- **Alondra Housing (Project No. 21)** – The redevelopment of a former landfill site with 100 Single Family Homes (APN: 6139-028-900);
- **Compton Creek Demonstration (Project No. 22)** – Bicycle/Pedestrian path and park improvements along Compton Creek, adjacent to the Gateway Towne Center, as part of the Lower Los Angeles River Master Plan by the Los Angeles and San Gabriel Rivers Watershed Council (APN’s: 7318-003-026, 034, 923, 924 and 935);
- **First Time Home Buyers Program (Project No. 23)** – To be available for single family residential housing units within the Compton Redevelopment Project Merged and Amended Area;
- **Alondra/Atlantic Mixed-Use (Project No. 24)** – The redevelopment of the site with retail uses and residential units (APN’s: 6181-028-022, 023 and 037);
- **Alondra/Grandee Mixed-Use (Project No. 25)** – The redevelopment of the site with retail uses and residential units (APN: 6141-012-058);
- **Alameda Industrial Park (Project No. 26)** – The redevelopment of the existing public works yard with a light industrial park (APN’s: 6179-004-900 and 902);

¹ The description of the projects of the proposed 2010 Tax Allocation Bonds is based on a report provided by Grigsby & Associates.

- **Compton Boulevard Revitalization Project (Projects No. 27 - 44)** – The redevelopment of the properties with mixed-use, retail uses and residential units (APN's: 6166-016-001, 002 and 003; 6166-017-029, 030 and 031; 6166-022-900, 901, 902, 903, 904 and 905; 6166-023-023, 031, 032 and 033; 6178-001-025, 030, 032, 033 and 034; 6178-006-017, 020, 031, 032 and 033; 6178-007-020; 6178-013-001, 002, 003, 004, 005 and 035; 6178-014-002, 003, 004, 005, 006 and 036; 6178-019-001, 003, 005 and 007; 6178-020-003, 020, 025 and 036; 6179-002-001, 002, 003, 039 and 040; 6179-003-017, 018, 030, 031 and 805; 6179-010—035, 036, 037, 038 and 047; 6179-011-001, 002, 003 and 004; 6179-018-001, 002, 013, 014, 015 and 025; 6179-019-001 and 022; and, 6179-026-024, 036, 037, 038, 039, 040, 041, 042, 043 and 044);
- **Long Beach McDonald/Chevron Mixed-Use (Project No. 45)** – The redevelopment of the site with retail uses and residential units (APN's: 6164-008-901, 902, 903, 904 and 905);
- **Rosecrans School District Site (Project No. 46)** – The redevelopment of the site with a commercial retail center (APN's: 6134-020-900 and 901);
- **SWC Compton/Central Mixed-Use (Project No. 47)** – The redevelopment of the site with retail uses and residential units (APN's: 6138-004-001, 005, 900, 901 and 902);
- **NEC Compton/Central Mixed-Use (Project No. 48)** – The redevelopment of the site with retail uses and residential units (APN's: 6143-011-013, 014, 015 and 018);
- **Compton Morris Site Mixed-Use (Project No. 49)** – The redevelopment of the site with retail uses and residential units (APN's: 6142-006-004, 005, 006, 007, 008, 009, 011, 012, 013 and 035);
- **415 Compton Mixed-Use (Project No. 50)** – The redevelopment of the site with retail uses and residential units (APN's: 6157-022-900 and 901);
- **1716 Rosecrans Mixed-Use (Project No. 51)** – The redevelopment of the site with retail uses and residential units (APN: 6184-002-900);
- **Performing Arts Center (Project No. 52)** – 2,000 to 5,000 seat performing arts center/arena venue to be located at the Gateway Towne Center (APN: TBD);
- **Meta Senior Citizen Housing (Project No. 53)** – On February 25, 2009, the Compton Planning Commission adopted Resolution No. 3869 approving Mitigated Negative Declaration No. 922 for the development of a 75-unit senior citizen apartment complex (APN's: 6166-010-900 and 901). Further CEQA review shall not be required subsequent to the issuance of the proposed 2010 Tax Allocation Bonds;
- **Gateway Towne Center – Phase II (Project No. 54)** – On October 13, 2004, the Compton Planning Commission adopted Resolution No. 3735 approving Environmental Impact Report (Schedule No. 2004081194) for a 600,000 square foot multi-tenant retail center development (APN's: 7318-003-042, 050, 910, 911, 915, 923, 924, 935, 936, 937, 940 and 943) which was subsequently certified by the City Council on December 14, 2004. Further CEQA review shall not be required subsequent to the issuance of the proposed 2010 Tax Allocation Bonds;
- **Long Beach Boulevard Revitalization Project (Project No. 55)** – The redevelopment of the properties with a mixed-use development (APN's: 6178-025-002, 004, 013, 014, 015, 022, 903, 904, 905, 906, 907, 908, 909 and 910);
- **Alameda Corridor Revitalization Project (Project No. 56)** – The redevelopment of the properties with primarily commercial and industrial uses, and potentially some residential units (APN: TBD);

- **Central Avenue Revitalization Project (Project No. 57)** – The redevelopment of the existing MTA Bus Depot/Maintenance Yard site with mixed-use and high density residential (APN: 6134-020-027);
- **1051 W. Rosecrans Avenue (Project No. 58)** – Park expansion project (APN: 6144-018-008);
- **930 W. Compton Boulevard Housing (Project No. 59)** – The redevelopment of the site with residential units (APN: 6161-001-902);
- **1950 N. Central Avenue Mixed-Use (Project No. 60)** – The redevelopment of the site with retail uses and residential units (APN: 6145-003-026);
- **16208 S. Atlantic Mixed-Use (Project No. 61)** – The redevelopment of the site with retail uses and residential units (APN: 7301-002-011 and 016); and
- **2140 S. Santa Fe Commercial (Project No. 62)** – The redevelopment of the site with commercial uses (APN: 7318-004-034).

California Environmental Quality Act

In consultation with the Assistant General Counsel of the California Natural Resources Agency to determine whether the environmental review of the proposed 2010 Tax Allocation Bonds is considered to be a "Project" as defined by the California Environmental Quality Act (hereinafter referred to as "CEQA"), the following opinions were provided:

1. A Redevelopment Agency may issue the 2010 Tax Allocation Bonds in furtherance of its Redevelopment Plan activities. However, although on the surface the issuance of tax allocation bonds may be "technically" Statutorily Exempt from CEQA review if the subject funds secured by the tax allocation bonds are used as a "blanket" funding mechanism for the Agency. Yet, in Compton's particular situation for these proposed 2010 Tax Allocation Bonds, CEQA review is highly recommended because it

identifies specific development projects which may at some point in time require review pursuant to the requirements of CEQA.

2. Even though there is an understanding that the level of the project descriptions under the proposed 2010 Tax Allocation Bonds may not fully be developed at this time and that the funds may be used to develop such plans and the corresponding reports/studies in the future, it would be a precautionary measure and advisable to at least provide some level of CEQA review for the proposed 2010 Tax Allocation Bonds rather than relying on the Statutory Exemption.
3. Therefore, a CEQA review document, such as this proposed Mitigated Negative Declaration, will at least demonstrate a conscientious effort to advise the community, as well as the potential bond investors, as to how the Community Redevelopment Agency plans to not only utilize the bond proceeds but to also address any potential environmental effects that may arise through the implementation of such proposed projects. A level of assurance that appropriate and adequate subsequent environmental review will be conducted and appropriate mitigation measures implemented will help to alleviate any possible concerns.

Additionally, Grigsby & Associates, the Agency's underwriter for the 2010 Tax Allocation Bonds, is recommending that the Agency prepare and process this proposed Mitigated Negative Declaration for the proposed Bonds and that the Notice of Determination be filed with the State Clearinghouse in order to minimize the exposure to any potential legal challenges as to the appropriateness and adequacy of the CEQA review conducted. Grigsby & Associates is also recommending an exact itemization of the projects intended for the proposed bond issuance rather than "blanket" funding for the Community Redevelopment Agency in order to create a level of comfort to the bond investors as to the actual utilization of the tax allocation bond proceeds.

While the issuance of the proposed 2010 Tax Allocation Bonds will not directly result in the implementation of the projects listed above due

to the fact that the requisite environmental review, pursuant to the requirements of CEQA, will be conducted, if not already done so, prior to the issuance of any permits. However, at this juncture, the Community Redevelopment Agency of the City of Compton (hereinafter referred to as the “Lead Agency”) has prepared this Initial Study/Environmental Checklist pursuant to the requirements of CEQA and the City of Compton’s environmental guidelines. The State of California, through CEQA, has provided local governments with specific guidance regarding the manner in which the environmental review process is to be implemented at the local level. The CEQA Guidelines state that the purposes of an Initial Study/Environmental Checklist include the following:

- To provide the City of Compton with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for the proposed project;
- To facilitate the project’s environmental assessment during early phases of the proposed project’s implementation; and,
- To eliminate the preparation of unnecessary EIR’s.

The Community Redevelopment Agency of the City of Compton, in its capacity as the Lead Agency, has determined that the proposed issuance of the 2010 Tax Allocation Bonds should require a Mitigated Negative Declaration as part of its environmental review. The following is an annotated outline summarizing the contents of this Initial Study/Environmental Checklist:

- *Section 1. Introduction* provides the procedural context surrounding this initial study's preparation and insight into its composition.
- *Section 2. Location and Setting* indicates the location of the project sites and the existing environmental setting.

- *Section 3. Project Description* provides an overview of the proposed projects.
- *Section 4. Discretionary Approvals* identifies the discretionary approvals that will be required before the projects can be implemented.
- *Section 5. Background Reports* that were evaluated to prepare this Initial Study.
- *Section 6. Summary of Mitigation Measures* contains a listing of the mitigation measures that will be required as a means to reduce potential environmental impacts to levels that are less than significant.
- *Section 7. Findings of the CEQA Analysis* provides an overview of the potential for significant effects on the issue areas analyzed in this initial study. An Initial Study/Environmental Checklist is included in this section.
- *Section 8. CEQA Environmental Analysis* contains the analysis of the potential environmental impacts that may be expected as part of the project’s implementation.
- *Section 9. References* contains the name of the preparer and other references used in the preparation of this Initial Study/Environmental Checklist.

Although this Initial Study/Environmental Checklist was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the Community Redevelopment Agency of the City of Compton acting in its capacity as Lead Agency.²

² Certain projects or actions undertaken by a Lead Agency may require oversight, approvals, or permits from other public agencies. These other agencies are referred to as *responsible agencies* and *trustee agencies* pursuant to Sections 15381 and 15386 of the State CEQA Guidelines.²

Copies of the Initial Study/Environmental Checklist contained herein and the *Notice of Intent to adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies and will be made available to the public for review and comment. A 20-day public review period, pursuant to the requirements of CEQA, will be provided to allow these entities and other interested parties to comment on the proposed 2010 Tax Allocation Bonds and the proposed Mitigated Negative Declaration.

2. Location and Setting

The City of Compton is home to nearly 100,000 residents and is known as the "Hub City" because of its unique location in the center of Los Angeles County between four freeways (the I-710, the I-110, the I-105, and SR-91). The City is located approximately six (6) miles south of downtown Los Angeles and approximately ten (10) miles north of downtown Long Beach. Compton is bounded by the Cities of Paramount and Long Beach on the east, the City of Lynwood and an unincorporated County area (the Willowbrook community) on the north, unincorporated County areas on the west, and unincorporated County areas and the City of Carson on the south. The Long Beach Freeway (I-710) generally serves as the City's easterly boundary. The Artesia Freeway (SR-91) traverses the southerly portion of Compton while the Century Freeway (I-105) is located to the north of the City.³ The location of Compton, in a regional context, is shown in Exhibit 1. The location of the projects in the City proposed by the 2010 Tax Allocation Bonds are shown in Exhibit 2.

City of Compton's land use and development patterns are well established through the long-term implementation of the City's General Plan and zoning regulations. The total land area governed by the City of Compton General Plan consists of approximately 8,925 acres of which 2,414 acres are unincorporated areas within the City's designated sphere of influence. The General Plan is also applicable to that portion of

the planning area located within the City's corporate boundaries.

Land uses within Compton are varied. Residential development is scattered throughout the City and includes a mix of single-family homes and multi-family developments (both apartments and condominiums). Commercial uses are concentrated along the major arterials and include strip commercial developments, neighborhood commercial centers, and a number of larger community shopping centers. Industrial uses are concentrated along Alameda Street (north of Rosecrans Avenue) and in the westernmost and southern portions of the City.

The predominant land use in the City is residential accounting for approximately 40% of the City's total land area. The next largest category of land use is industrial which accounts for over 17% of the City's total land area. Finally, commercial uses account for approximately 5% of the City's land area.

The City of Compton is strategically positioned on the Alameda Corridor, along which 25% of all U.S. waterborne international trade passes. The City is emerging as an industrial center in Los Angeles County for transit and distribution, business services, high technology, home and lifestyle products, and metals.

3. Project Description

Introduction

On March 9, 1971, the City Council adopted Ordinance No. 1375 establishing the Rosecrans Redevelopment Project Area No. 1, consisting of the commercial and residential structures and covering approximately 95 acres. On August 28, 1973, the City Council adopted Ordinance No. 1437 establishing the Walnut Industrial Park Project Area, consisting of approximately 50 acres. The Walnut Industrial Park Project Area has been amended by the City Council by Ordinance No. 1455, adopted July 20, 1974, consisting of approximately 999 acres, Ordinance No. 1512, adopted December 1, 1976, consisting of approximately 169 acres, Ordinance No. 1583, adopted July 12, 1979, consisting of approximately 86 acres, and

³ United States Geological Survey. *Long Beach 7 ½ Minute Quadrangle*. 1987.

Ordinance No. 1601, adopted May 13, 1980, consisting of approximately 160 acres. On December 27, 1991, the City Council adopted Ordinance No. 1930 approving the merger of the Rosecrans Redevelopment Project Area No. 1 and the Walnut Industrial Park Project Area and added project Area A-1, consisting of approximately 977 acres. This action created what is now known as the Compton Redevelopment Project Merged and Amended Area, consisting of approximately 2,635 acres. The location of the Compton Redevelopment Project Merged and Amended Area, in relating to the City of Compton, is shown in Exhibit 3.

The Compton Urban Community Development Commission acting as the Community Redevelopment Agency of the City of Compton is issuing a series of the 2010 Tax Allocation Bonds for the purpose of providing funds for the anticipated obligations under its Redevelopment Plan.

The overall objective of the Redevelopment Plan is to eliminate blighted conditions within the Project Area by undertaking all appropriate projects pursuant to the California Redevelopment Law. While the Redevelopment Plan does not present a specific plan for the redevelopment, rehabilitation and revitalization of any area within the Compton Redevelopment Project Area, the Community Redevelopment Agency has identified the general goals of the Redevelopment Plan, as follows:

- Eliminate and prevent the spread of conditions of blight including vacant land and deteriorating buildings, incompatible and uneconomic land uses, obsolete structures, and other environmental, economic, and social deficiencies in order to create a more favorable environment for shopping, working, and recreation;
- Provide land for needed public facilities;
- Improve public facilities and provide adequate streets, curbs, gutters, street lights, recreational and other needed improvements;
- Stimulate commercial and industrial development and upgrade and enhance commercial buildings and offices, and encourage residential rehabilitation within the Compton Redevelopment Project Area;

- Establish and implement design and use criteria and standards to assure high aesthetic and environmental quality and compatibility, and provide unity and integrity to developments within the Compton Redevelopment Project Area;
- Removal of impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by an improved street system and improved public facilities;
- Provide adequate land for parking and improve pedestrian and vehicular circulation within the Compton Redevelopment Project Area;
- Promote the rehabilitation of existing housing stock where appropriate;
- Provide low and moderate income housing as is required to satisfy the needs and desires of the various age and income groups of the community, maximizing the opportunity for individual choice, and meeting the requirements of State law; and
- Develop, preserve and enhance the Compton Redevelopment Project Area to encourage commercial and residential development in the City and to provide employment opportunities.

Accordingly, the Community Redevelopment Agency is proposing to utilize the proposed 2010 Tax Allocation Bonds for the following projects, which have been identified in Exhibit 2, in order to achieve the goals of its Redevelopment Plan:

- **North Downtown Master Plan (Projects No. 1 – 11);**
- **Willow Walk Townhomes (Project No. 12);**
- **Alameda Court Housing (Project No. 13);**
- **Street Light Improvements and Street Enhancements (Projects No. 14 – 19);**
- **Jackie Robinson Sports Complex (Project No. 20);**
- **Alondra Housing (Project No. 21);**
- **Compton Creek Demonstration (Project No. 22);**

- First Time Home Buyers Program (Project No. 23);
- Alondra/Atlantic Mixed-Use (Project No. 24);
- Alondra/Grandee Mixed-Use (Project No. 25);
- Alameda Industrial Park (Project No. 26);
- Compton Boulevard Revitalization Project (Projects No. 27 - 44);
- Long Beach McDonald/Chevron Mixed-Use (Project No. 45);
- Rosecrans School District Site (Project No. 46);
- SWC Compton/Central Mixed-Use (Project No. 47);
- NEC Compton/Central Mixed-Use (Project No. 48);
- Compton Morris Site Mixed-Use (Project No. 49);
- 415 Compton Mixed-Use (Project No. 50);
- 1716 Rosecrans Mixed-Use (Project No. 51);
- Performing Arts Center (Project No. 52);
- Meta Senior Citizen Housing (Project No. 53);
- Gateway Towne Center – Phase II (Project No. 54);
- Long Beach Boulevard Revitalization Project (Project No. 55);
- Alameda Corridor Revitalization Project (Project No. 56);
- Central Avenue Revitalization Project (Project No. 57);

- 1051 W. Rosecrans Avenue (Project No. 58);
- 930 W. Compton Boulevard Housing (Project No. 59);
- 1950 N. Central Avenue Mixed-Use (Project No. 60);
- 16208 S. Atlantic Mixed-Use (Project No. 61); and
- 2140 S. Santa Fe Commercial (Project No. 62).

4. Discretionary Approvals

The authorization for the issuance of the proposed 2010 Tax Allocation Bonds will require the following discretionary approvals:

- *Conformity with the Redevelopment Plan.* The Urban Community Development Commission (City Council) will be required to make appropriate findings for the proposed 2010 Tax Allocation Bonds.
- *CEQA Approval.* The approval for the issuance of the proposed 2010 Tax Allocation Bonds will also require the approval by the Urban Community Development Commission (City Council) of a Mitigated Negative Declaration and the Mitigation Monitoring Program.

5. Background Reports

The following Background Reports were evaluated to prepare this Initial Study, which are hereby incorporated by reference:

- *City of Compton General Plan*, dated August 2009.
- *City of Compton Draft General Plan Update*, dated June 2009, prepared by University of Southern California Center for Economic Development.

6. Summary of Mitigation Measures

The environmental analysis (refer to Table 1 – Initial Study Checklist) for the proposed 2010 Tax Allocation Bonds determined that the implementation of the proposed issuance of the tax allocation bond proceeds would not result in significant adverse environmental impacts, with the implementation of the recommended mitigation measures for the proposed projects to be funded through the proposed 2010 Tax Allocation Bonds. In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a mitigated negative declaration, which relates to the mitigation-monitoring program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code.

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Compton can make the following additional findings:

- A Mitigation Reporting or Monitoring Program will be required, including the accountable enforcement agency or monitoring agency for the mitigation measures adopted as part of the decision-maker's final determination.

Although the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in environmental impacts and the issuance of such Tax Allocation Bonds are intended to carry out the implementation goals of Compton's Community Redevelopment Agency, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed, at such time of their respective development/implementation, in order adequately assess and mitigate any potential impacts.

Mitigation Measure 1 (Land Use and Development). Pursuant to the City's Zoning Ordinance, all development proposals are required to be reviewed for compliance with the City's land use and development regulations. Therefore, prior to the issuance of demolition, grading or building permits, the proposed projects identified by the proposed 2010 Tax Allocation Bonds shall be required to obtain such clearance.

Mitigation Measure 2 (Population and Housing). Pursuant to the City's Zoning Ordinance, all development proposals are required to be reviewed for compliance with the City's land use and development regulations. Additionally, pursuant to the City's General Plan Land Use and Housing Elements, all housing development proposals are required to be reviewed for compliance with the City's housing standards. Therefore, prior to the issuance of demolition, grading or building permits, any proposed housing projects identified by the proposed 2010 Tax Allocation Bonds shall be required to obtain such clearance.

Mitigation Measure 3 (Earth Resources and Geology). All development projects within the City of Compton are required to comply with all of the most recent building codes with respect to seismic design and construction. Therefore, prior to the issuance of grading or building permits, a Geotechnical Report and a Liquefaction Study shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 4 (Earth Resources and Geology). Any projects proposing excavations greater than five (5) feet in depth from the existing (natural) ground surface are required to submit a Shoring Plan that includes the location of proposed excavations, estimated depth and length and provide specifications on the type of shoring used. Therefore, prior to the issuance of grading or building permits involving such excavation, a Shoring Plan shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 5 (Water and Hydrology).

Prior to the issuance of grading or building permits, a Hydrology and Hydraulics Study shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 6 (Water and Hydrology).

Prior to the issuance of demolition or grading permits, a Notice of Intent to comply with the Construction General Permit to the State of California Regional Water Quality Control Board shall be prepared and submitted. A copy of the Notice of Intent acknowledgement from the State of California Regional Water Quality Board must be submitted to the City of Compton for the proposed projects identified by the 2010 Tax Allocation Bonds.

Mitigation Measure 7 (Water and Hydrology).

Prior to the issuance of demolition or grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, a Storm water Pollution Prevention Plan per requirements of the National Pollutant Discharge Elimination System Construction General Permit shall be prepared and submitted to the City for review and approval. A copy of the Storm Water Pollution Prevention Plan shall be available at the construction site and shall be implemented at all times on the construction site. The Storm Water Pollution Prevention Plan shall outline the source control and/or treatment control Best Management Practices to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

Mitigation Measure 8 (Water and Hydrology).

The proposed projects identified by the 2010 Tax Allocation Bonds shall comply with post-construction Best Management Practices requirements as detailed in the Los Angeles County Standard Urban Storm water Mitigation Plan.

Mitigation Measure 9 (Water and Hydrology).

Prior to the issuance of demolition or grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an Urban Storm Water Management Plan shall be prepared by a California Registered Civil Engineer, Architect, Landscape Architect or

any professional knowledgeable about storm water management issues and shall evaluate and propose the proper Best Management Practices to address each source of pollutants identified by the project evaluation. The Urban Storm Water Management Plan shall be reviewed and approved by the City.

Mitigation Measure 10 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the City of Compton shall confirm that the plans and specifications stipulate compliance with South Coast Air Quality Management District Rule 403.

Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the South Coast Air Quality Management District Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles' speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 miles per hour averaged over one hour) or during Stage 1 or Stage 2 episodes; and
- All material transported off-site shall be either sufficiently watered or securely

covered to prevent excessive amounts of dust.

Mitigation Measure 11 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, City of Compton shall confirm that the plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403. Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.

Mitigation Measure 12 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, City of Compton shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; and c) other appropriate measures. The Diesel Fuel Reduction Plan shall be filed with the City of Compton, and shall include the following provisions:

- All diesel fueled off-road construction equipment shall be California Air Resources Board certified or use post-combustion controls that reduce pollutant emissions to the same level as California Air Resources Board certified equipment. California Air Resources Board certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed

downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM10, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.

- All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.
- The effectiveness of the latest diesel emission controls is highly dependant on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 parts per million) or other alternative low polluting diesel fuel formulation.

Mitigation Measure 13 (Air Quality). In compliance with South Coast Air Quality Management District Rule 1113, reactive organic gas emissions from architectural coatings shall be reduced by using precoated natural colored building materials, water-based or low- reactive organic gas coating and using coating transfer or spray equipment with high transfer efficiency.

Mitigation Measure 14 (Air Quality). All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Mitigation Measure 15 (Air Quality). Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and proper tune per manufacturer's specifications, to the satisfaction of the City of Compton. Compliance with this measure will

be subject to periodic inspections of construction equipment vehicles by the City.

Mitigation Measure 16 (Biological Resources). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the City of Compton shall consult with the State of California Department of Fish and Game prior to the issuance of any demolition, grading or building permits for any of the projects to be implemented by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 17 (Risk of Upset and Human Health). Prior to the issuance of grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an analysis from a licensed consultant to determine if any on-site structures contain the hazardous substances below shall be submitted to the City for review and approval:

- Asbestos Containing Materials
- Polychlorinated Biphenyls
- Lead Based Paint
- Urea Formaldehyde

Mitigation Measure 18 (Risk of Upset and Human Health). If unknown wastes or suspect materials are discovered by the contractor during demolition, excavation or grading activities in which the contractor believes may involve hazardous waste/materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the project engineer of the implementing agency;
- Secure the areas directed by the project engineer; and
- Notify the implementing agency's Hazardous Waste/ Materials Coordinator.

Mitigation Measure 19 (Risk of Upset and Human Health). For the proposed projects identified by the 2010 Tax Allocation Bonds, the services of a pest/vector control service shall be retained to ensure that insects and rodents do not spread to adjacent properties during grading activities.

Mitigation Measure 20 (Noise). Prior to the issuance of grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall demonstrate, to the satisfaction of the City of Compton, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible; During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site as far away from vibration-sensitive sites as possible; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Mitigation Measure 21 (Noise). During earthwork and grading activities for the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall perform vibration monitoring when trenching, shoring, or heavy equipment activities take place within 25 feet of a

habitable structure. Independent monitoring should be performed to check compliance in particularly sensitive areas. The vibration monitoring shall confirm that the peak particle velocity is 0.50 inch/second or less. Should vibration levels exceed this threshold, the contractors shall modify and/or reschedule their construction activities.

Mitigation Measure 22 (Noise). For the proposed projects identified by the 2010 Tax Allocation Bonds, mechanical equipment shall be placed as far as practicable from sensitive receptors. Additionally, the following shall be considered prior to heating, ventilation, and air conditioning unit installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

Mitigation Measure 23 (Public Services - Fire Protection). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the final site plan, elevations, building floor plans, and site circulation shall be reviewed and approved by the City's Fire Department to ensure conformity to their fire prevention and operational requirements.

Mitigation Measure 24 (Public Services - Law Enforcement). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the final site plan, elevations, building floor plans, and site circulation shall be reviewed and approved by the Los Angeles County Sheriff's Department to ensure conformity to their crime prevention measures and operational requirements.

Mitigation Measure 25 (Public Services - Schools). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, evidence shall be submitted to the City of Compton that legally required school impact mitigation fees have been paid per the mitigation established with the Compton Unified School District.

Mitigation Measure 26 (Public Services - Parks). Prior to the issuance of building

permits for the proposed projects identified by the 2010 Tax Allocation Bonds, evidence shall be submitted to the City of Compton that legally required in lieu park impact mitigation fees have been paid per the mitigation established with the City of Compton.

Mitigation Measure 27 (Utilities and Service Systems). Prior to the issuance of grading or building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an Infrastructure Analysis, including a Hydrology and Hydraulics Report, evaluating the water lines, storm water drainage facilities and sewer lines along with the corresponding improvements, if any, shall be submitted to the City of Compton for review and approval.

Mitigation Measure 28 (Utilities and Service Systems). Prior to issuance of connection permits for the proposed projects identified by the 2010 Tax Allocation Bonds, all applicable fees required by the County Sanitation Districts of Los Angeles County and the City of Compton shall be paid.

Mitigation Measure 29 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall use of the City's franchised trash hauler for all construction and demolition recycling and disposal in order to reduce construction-generated waste that is disposed of at landfills according to State law by at least 50 percent. The construction contractor may file specific forms to handle the recycling, and would be required to pay the appropriate fees to guarantee compliance with AB 939. The construction contractor shall prepare a Construction Waste Management Plan explaining the practices that shall be used to achieve this level of reduction.

Mitigation Measure 30 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Compton. Prior to the issuance of building permits, a Source Reduction Program shall be prepared and

submitted for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.

Mitigation Measure 31 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.

Mitigation Measure 32 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, construction equipment staging areas shall be appropriately screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging location shall be indicated on project grading plans.

Mitigation Measure 33 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all construction-related lighting shall be located and aimed away from adjacent public right-of-ways and private properties and shall consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted for review concurrently with the grading permit applications.

Mitigation Measure 34 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all exterior building lighting, security lighting and parking area lighting shall be designed and located as to avoid intrusive effects on adjacent properties. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible, subject to approval by the City of Compton. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses.

Mitigation Measure 35 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, structures shall use minimally reflective glass and all other materials used on exterior buildings, and structures shall be selected with attention to minimizing reflective glare.

Mitigation Measure 36 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all wall surfaces shall be maintained free of graffiti at all times.

Mitigation Measure 37 (Transportation and Circulation). As part of the land use and development review and prior to the issuance of demolition, grading or building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, a Traffic Impact Study shall be submitted for review and approval by the City.

7. Findings of the CEQA Analysis

The environmental analysis conducted under the Initial Study, pursuant to the requirements of CEQA, indicated that the proposed project will not result in any unmitigable significant adverse impacts. The following findings of significance may be made with respect to the proposed project.

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the recommended mitigation.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited and cumulatively considerable.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with adherence to the mitigation recommendations herein.

The conclusions of the initial study are summarized in Table 1 provided below and on the following pages.

8. CEQA Environmental Analysis

This section of the Initial Study which has been prepared pursuant to the requirements of CEQA analyzes the potential environmental impacts that may result from the subsequent implementation of the proposed project. The issue areas evaluated in this Initial Study include the following:

- ✓ Land Use and Development (Section 8.1);
- ✓ Population and Housing (Section 8.2);
- ✓ Earth and Geology (Section 8.3);
- ✓ Water and Hydrology (Section 8.4);
- ✓ Air Quality (Section 8.5);
- ✓ Biological Resources (Section 8.6);
- ✓ Energy and Mineral Resources (Section 8.7);
- ✓ Risk of Upset/Human Health (Section 8.8);
- ✓ Noise (Section 8.9);
- ✓ Public Services (Section 8.10);
- ✓ Utilities (Section 8.11);
- ✓ Aesthetics (Section 8.12);
- ✓ Cultural Resources (Section 8.13);
- ✓ Recreation (Section 8.14), and
- ✓ Transportation (Section 8.15).

The analysis contained herein, provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this initial study's preparation. To each question, there are four possible responses:

- **No Impact.** The proposed project will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The proposed project may have the potential for impacting the environment, although these impacts are likely to be below levels or thresholds that the City or other responsible agencies consider to be significant.
- **Potentially Significant Impact Unless Mitigated.** The proposed project may have the potential to generate impacts that are

considered to represent a significant impact on the environment. However, the level of impact may be reduced to levels that are considered to be less than significant with the implementation of mitigation measures.

- **Potentially Significant Impact.** The proposed project may, or is known to result in significant unmitigable adverse impacts.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.1 LAND USE AND DEVELOPMENT IMPACTS. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?		X		
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		X		
d) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
e) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
f) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X

Land Use and Development: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project;
- A conflict with any applicable conservation plan or natural community conservation plan;
- The conversion of prime farmland, unique farmland, or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract; or,
- Changes to the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural uses.

Environmental Setting

The City of Compton land use and development patterns are well established through the long-term implementation of the City's General Plan and Zoning regulations. Commercial land uses generally extend along the major arterial roadways in the City with residential neighborhoods located in the interior areas behind the commercial frontages. Residential development is the predominant land use and is scattered throughout the City. Industrial development is generally concentrated along the Artesia Freeway (SR91) corridor and along Alameda Street. The total land area governed by the City of Compton General Plan consists of approximately 8,925 acres (13.9 square miles) of which 2,414 acres are unincorporated areas within the City's designated sphere of influence. The total land area located within the City's corporate boundaries is 6,511 acres (10.2 square miles).² The City's existing land use and development are arranged according to the categories listed below.

- **Low Density Residential.** Land uses and development included in this category are characterized by single-family homes. The majority of the parcels found within the City remain developed as single-family residential development.
- **Medium Density Residential.** This category of land use includes single-family homes, duplexes, and multiple-family residences. Lower density multiple-family residential land uses are generally found within the central portion of Compton where parcels that were previously developed in single-family have been developed at even greater densities.
- **High Density Residential.** This land use category is characterized by higher density residential development that includes town-homes, condominiums, and apartments. These uses are generally found along key arterials and in the central portion of the City.
- **Mixed Use.** This category of land use includes properties with more than one use such as housing and commercial. The newer mixed use developments are found along the Alameda Corridor.
- **General Commercial.** This category of land use includes a broad set of commercial retail and service-oriented uses. This type of development includes smaller neighborhood centers, community shopping centers, and strip commercial developments found along the arterial roadways in the City.
- **Industrial.** Development included in this category consists of a range of industrial, manufacturing, and warehousing uses. The largest concentration of industrial land uses is located along the Artesia Freeway corridor. Other areas are located east of Alameda Street and north of Oaks Street and along the east side Alameda Street between Rosecrans Avenue on the north and Greenleaf Boulevard on the south.
- **Public.** This land use category applies to a variety of public facilities that include public schools, libraries, fire stations, City-owned facilities, and other governmental facilities.
- **Non-Government Institutional.** This land use category applies to a variety of non-public institutional facilities that include private schools and churches.
- **Open Space/Vacant Land.** Open space lands included in this category include public parks, utility easements, open space used for water recharge, and other preserved open space (freeway rights-of-ways, river channels, etc.).

The City of Compton is primarily an urban environment with no agricultural land under commercial cultivation. However, there are two areas of the City adjacent to Greenleaf Avenue that are zoned as residential agricultural areas. The area bounded by E. Greenleaf Avenue, Compton Community College and Tarter Lane is designated as a residential agricultural area. The second area that is zoned as a residential agricultural area is located north of W. Greenleaf Boulevard between Oleander Avenue and South Wilmington Avenue, and both sides of Raymond Street on the north. The properties on South Wilmington Avenue are not zoned residential agricultural. Residential agriculture areas in the City are used primarily as single family homes and nurseries. Residents within this area are allowed to own a limited number of farm animals for private use.

As Compton became urbanized, native vegetation was replaced by imported species. The area's climate is Mediterranean, like the rest of the Southern California region, with moderate temperatures, rainy winters and dry summers supporting a wide range of imported vegetation. The wetland habitat in the soft-bottomed portion of Compton Creek includes cattails, aquatic grasses, killdeer, red-winged blackbirds and great blue heron. Animal life in Compton is predominantly domesticated though other animal species that are capable of living in close proximity to man, such as birds, skunks, and squirrels, are found in the area. The special interest/sensitive animal species identified as potentially occurring in the area is the Pacific pocket mouse (*Perognathus longimembris pacificus*). The special interest/sensitive plant species identified as potentially occurring in the project area include the southern tarplant (*Centromadia parryi* ssp. *australis*); the Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*); the Parish's brittlescale (*Atriplex parishii*); the coastal dunes milk-vetch (*Astragalus tener* var. *titi*); the Brand's phacelia (*Phacelia stellaris*); the spreading navarretia (*Navarretia fossalis*); the prostrate navarretia (*Navarretia prostrata*); and the California orcutt grass (*Orcuttia californica*). No rare or endangered plant species are known to currently exist in the City.

Compton Redevelopment Project Area

The objective of the Redevelopment Plan is to eliminate blighted conditions within the Compton Redevelopment Project Area by undertaking all appropriate projects pursuant to the California Redevelopment Law. While the Redevelopment Plan does not present a specific plan for the redevelopment, rehabilitation and revitalization of any areas within the Compton Redevelopment Project Area, the Community Redevelopment Agency has identified the general goals of the Redevelopment Plan, as follows:

- Eliminate and prevent the spread of conditions of blight including vacant land and deteriorating buildings, incompatible and uneconomic land uses, obsolete structures, and other environmental, economic, and social deficiencies in order to create a more favorable environment for shopping, working, and recreation;
- Provide land for needed public facilities;
- Improve public facilities and provide adequate streets, curbs, gutters, street lights, recreational and other needed improvements;
- Stimulate commercial and industrial development and upgrade and enhance commercial buildings and offices, and encourage residential rehabilitation within the Project Area;
- Establish and implement design and use criteria and standards to assure high aesthetic and environmental quality and compatibility, and provide unity and integrity to developments within the Project Area;
- Removal of impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by an improved street system and improved public facilities;
- Provide adequate land for parking and improve pedestrian and vehicular circulation within the Project Area;
- Promote the rehabilitation of existing housing stock where appropriate;
- Provide low and moderate income housing as is required to satisfy the needs and desires of the various age and income groups of the community, maximizing the opportunity for individual choice, and meeting the requirements of State law; and
- Develop, preserve and enhance the Project Area to encourage commercial and residential development in the City and to provide employment opportunities.

Environmental Impacts

- A. *Would the project physically divide an established community or otherwise result in an incompatible land use?* **Potentially Significant Unless Mitigated.**

The proposed action involves the approval of 2010 Tax Allocation Bonds in order for the Community Redevelopment Agency to implement its goals to revitalize and redevelop key areas of the City, such as those projects to be funded through the proposed 2010 Tax Allocation Bonds. All of the new developments to be facilitated by the 2010 Tax Allocation Bonds will be consistent with both the City of Compton General Plan and Zoning Ordinance, and shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential environmental impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse land use impacts are anticipated.

- B. *Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **Potentially Significant Unless Mitigated.**

The proposed action involves the approval of 2010 Tax Allocation Bonds to facilitate the development of those projects to be funded through the proposed 2010 Tax Allocation Bonds which are to be consistent with the land use designations of the City of Compton's General Plan and Zoning Ordinance designations. No other existing properties or neighborhoods will be physically impacted beyond that contemplated by the proposed 2010 Tax Allocation Bonds. All of the new developments to be facilitated by the Tax Allocation Bonds will be consistent with both the City of Compton General Plan and Zoning Ordinance, and shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential environmental impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse land use impacts are anticipated.

- C. *Will the project conflict with any applicable habitat conservation plan or natural community conservation plan?* **Potentially Significant Unless Mitigated.**

With the exception of Compton Creek, there are no Los Angeles County designated Significant Ecological Areas (SEAs) located within the City of Compton that would be potentially affected by the projects to be funded through the proposed 2010 Tax Allocation Bonds. All of the new developments to be facilitated by the 2010 Tax Allocation Bonds that may impact Compton Creek shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential environmental impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse impacts to any habitat conservation plan or natural community conservation plan are anticipated.

- D. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **No Impact.***

No agricultural activities are located within the project sites to be funded through the proposed 2010 Tax Allocation Bonds nor does the City's General Plan or Zoning Ordinance provide for any agricultural land use designation on any of the project sites or within their immediate vicinity. As a result, there will be no conversion of any existing farmland to urban, or adverse impacts on protected farmland soils.

- E. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? **No Impact.***

No agricultural activities are being conducted within the project sites to be funded through the proposed 2010 Tax Allocation Bonds nor does the City's General Plan or Zoning Ordinance contemplate agricultural land uses for any of the project sites or within their immediate vicinity. As a result, there will be no adverse impacts on existing or future Williamson Act contracts.

- F. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? **No Impact.***

No agricultural activities or farmland uses are located within the project sites to be funded through the proposed 2010 Tax Allocation Bonds or within their immediate vicinity. As a result, the proposed project will not result in the conversion of any existing farmland area to urban uses, and there will be no adverse impacts.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Land Use and Development impacts. However, the following Mitigation Measure for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential land use conflicts with nearby land uses to a level of Less than Significant Impact.

Mitigation Measure 1 (Land Use and Development). Pursuant to the City's Zoning Ordinance, all development proposals are required to be reviewed for compliance with the City's land use and development regulations. Therefore, prior to the issuance of demolition, grading or building permits, the proposed projects identified by the proposed 2010 Tax Allocation Bonds shall be required to obtain such clearance.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.2 POPULATION AND HOUSING IMPACTS. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?		×		
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				×
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				×

Population and Housing: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

Environmental Setting

The Housing Element of the City's General Plan establishes policies as it applies to housing and is applicable to the 2006-2014 planning period as established by the State legislature. The Housing Element is one of the seven State-mandated elements and outlines strategies and programs that focus on the following:

- The rehabilitation of substandard housing units in the City;
- The conservation of the existing housing stock in Compton;
- The identification of new housing opportunities; and,
- The maintenance of affordable housing units in the City.

A major focus of the Housing Element is to identify strategies, programs, and sites that will enable the City of Compton to meet its assigned Regional Housing Needs Assessment (RHNA) requirements. For the 2006-2014 planning periods, the City's RHNA is as follows:

- Extremely Low Income - 8 units;

- Very Low Income - 8 units;
- Low Income - 10 units;
- Moderate Income - 12 units; and,
- Above Moderate Income – 30 units.

The assigned RHNA for the City of Compton calls for a total of 69 residential units to be provided during the current planning period. To date, a substantial amount of new housing has been constructed, entitled, or is in the planning review process. During the current planning period (since 2006), a total of 513 units have been constructed, approved, or are currently undergoing review. Furthermore, 34 units are designated for lower-income households for seniors as well as persons that are developmentally disabled. As a result, the City is in a unique position of having already achieved its required housing allocation.

The development patterns in the City are well established through the long-term implementation of the City's General Plan and Zoning regulations. Commercial land uses generally extend along the major arterial roadways in the City with residential neighborhoods located in the interior areas behind the commercial frontages. Residential development is the predominant land use and is scattered throughout the City. The land area located within the City's corporate boundaries is 6,511 acres (10.2 square miles).¹ Of this total area, residential development accounts for 2,689 acres or more than 44% of Compton's total land area. Residential land uses in Compton generally consist of the following types of development.

- Low Density Residential. Land uses and development included in this category are characterized by single-family homes. The majority of the parcels found within the City remain developed as single-family residential development.
- Medium Density Residential includes single-family homes, duplexes, and multiple-family residences. Lower density multiple-family residential land uses are generally found within the central portion of Compton where parcels that were previously developed in single-family have been developed at even greater densities.
- High Density Residential is characterized by higher density residential development that includes town-homes, condominiums, and apartments. These uses are generally found along key arterials and in the central portion of the City.
- Mixed Use includes properties with more than one use such as housing and commercial. The newer mixed use developments are found along the Alameda Corridor.

The City of Compton's Housing Element is required to be both internally consistent as well as consistent with the other elements that comprise the General Plan. The Housing Element is most directly related to the Land Use Element since it designates the location and extent of residential development throughout the City. Combine with the Land Use Element, the Housing Element is an integral component in preserving existing residential neighborhoods while, at the same time, allowing for new development to occur as a means to accommodate housing demand. The Land Use Element addresses housing in a spatial context by indicating the location and densities of various housing types citywide. The Housing Element, however, is concerned with specifically identifying ways in which the City will meet the housing needs of Compton's resident population.

Ultimately, the Housing Element establishes goals, policies, and implementation programs to address housing issues. The focus of housing policy and programs is to rehabilitate the existing housing stock and to renovate neighborhoods. The efforts will be aimed toward stopping the physical decline of the residential neighborhoods through housing rehabilitation programs, infrastructure improvement projects, crime prevention, and community awareness. The support of neighborhood revitalization objectives.

The California Department of Finance (DOF) estimated the City's population in January 2008 to be

99,242 persons. According to the same Department of Finance figures, there are 24,112 housing units located in the City.³ Even though Compton has been fully developed since the Second World War; the City has experienced consistent population growth over the past five decades. In 1960, the City's population was 71,812 persons increasing to the current population of nearly 100,000 persons. This growth translates into an addition of 27,430 persons or 38.2% since 1960. Some of this increase has been due to the construction of new housing units. However, a significant component of the City's population growth is related to increased average household size. In 1960, the average household size was 3.4 persons per unit compared to the current 4.4 persons per unit. This increase in household size alone accounts for more than 19,000 persons.

There are 24,112 housing units in the City according to the most recent Department of Finance population and housing estimates. Of this total number, 16,086 units were classified as single-family detached units, 2,150 units were single-family attached, 2,325 units were in structures containing between two to four units, and 2,903 units were included in multiple-family developments containing five or more units in a structure. In addition, there were 648 mobile homes in the City.

The majority of the residential neighborhoods in the City are more than fifty years old. In the 1950's and 1960's, many single family neighborhoods in the center of the City were zoned for higher density residential development. In many instances, property owners had a desire to maintain the single-family character of the neighborhood, while at the same time, also wanted the higher density zoning because of the increased development potential (and property values) associated with the zoning. As time passed, the single-family homes were either replaced by higher density development or additional units were constructed in the rear yard areas.

Over time, entire neighborhoods have transitioned from largely single family areas to neighborhoods with a mix of housing types at varying densities. Recent residential development in the City has focused on providing more opportunities for home ownership. A significant number of new single-family attached and condominium infill developments have been approved. The majority of these infill developments have occurred on blighted properties that were previously occupied by nonresidential uses.

Environmental Impacts

- A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?* **Potentially Significant Unless Mitigated.**

The proposed action involves the approval of 2010 Tax Allocation Bonds to facilitate the development of those projects to be funded through the proposed 2010 Tax Allocation Bonds which are to be consistent with the land use designations of the City of Compton's General Plan and Zoning Ordinance designations. The result of these projects will be the furtherance of the Redevelopment Agency's goals to revitalize the community by eliminating underdeveloped and blighted areas with the City. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. However, all of the new development facilitated by 2010 the Tax Allocation Bonds will be consistent with both the City of Compton General Plan and Zoning Ordinance, as well as the Redevelopment Plan, and shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential growth-inducing environmental impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse population growth impacts are anticipated.

- B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **No Impact.***

There are no dwelling units located on, or persons residing within, the project sites to be funded through the proposed 2010 Tax Allocation Bonds. As a result, there will not involve the removal of any units and no displacement of existing housing units.

- C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **No Impact.***

As indicated in the preceding section, no housing units will be displaced as part of the implementation of the proposed 2010 Tax Allocation Bonds. As a result, no persons will be displaced and no replacement housing will be required.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Population and Housing impacts. However, the following Mitigation Measure for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential population and housing conflicts to a level of Less than Significant.

Mitigation Measure 2 (Population and Housing). Pursuant to the City's Zoning Ordinance, all development proposals are required to be reviewed for compliance with the City's land use and development regulations. Additionally, pursuant to the City's General Plan Land Use and Housing Elements, all housing development proposals are required to be reviewed for compliance with the City's housing standards. Therefore, prior to the issuance of demolition, grading or building permits, any proposed housing projects identified by the proposed 2010 Tax Allocation Bonds shall be required to obtain such clearance.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3.3 EARTH RESOURCES AND GEOLOGY IMPACTS. *Would the project result in or expose people to potential impacts involving:*

a) The risk of loss or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault rupture?		×		
b) Substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?		×		
c) Substantial soil erosion or the loss of topsoil?		×		
d) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		×		
e) Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		×		
f) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				×
g) Unique geologic or physical features?				×

Earth Resources and Geology: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse environmental impact on the environment if it results in the following:

- Locating within a geologic or soils unit that is unstable or that would become unstable as a result of the project, potentially resulting in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Locating on an expansive soil, creating substantial risks to life or property;
- Locating on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;
- Locating in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are

not available for the disposal of wastewater;

- Exposing people to potential impacts, including unique geologic or physical features;
- Substantial soil erosion resulting in the loss of topsoil; or
- The exposure of people or structures to potential substantial adverse effects, including the risk of loss or death related to fault rupture from a known earthquake fault.

Environmental Setting

The Alquist-Priolo Earthquake Fault Zoning Act restricts development on active fault zones and requires the State Geologist to identify active faults and determine what if any construction is allowed in these zones. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is 75 kilometers in length and runs through the southwest corner of Compton. The fault runs northwest to southeast between Central Avenue and Avalon Boulevard crossing Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, Walnut Street, and Artesia Boulevard. It extends through other surrounding cities, such as Inglewood, Gardena, Long Beach, and Culver City. Because the Newport – Inglewood Fault extends through the City of Compton, in the event of an earthquake, the City will be subject to surface rupture or ground breakage along the surface of the fault. The most recent major rupture in this fault zone was the Long Beach earthquake in 1933, which had a magnitude of 6.4. However, no surface ruptures occurred in that earthquake.

The City of Compton is at moderate risk for serious damage from an earthquake. The Newport-Inglewood Fault is estimated to have probable magnitudes between 6.0 and 7.4. In addition, a major earthquake on any of the faults in the Los Angeles Basin could cause significant damage to the City of Compton. These faults include the San Andreas, San Fernando, San Jacinto, Sierra Madre, and Whittier-Elsinore Faults. Recent significant earthquakes in the Los Angeles Basin include the San Fernando (1971), Whittier (1987), and Northridge (1994) Earthquakes. Between 1769 and 1999, there were 33 earthquakes in Southern California with a magnitude of 5.0 and above. The faults in the Los Angeles Basin are very active and have the potential to do massive destruction if the City is unprepared. After 1993, building codes were changed to ensure that new construction would be safer in the event of an earthquake. The older buildings in the City have a higher risk of being damaged in an earthquake since they were built prior to the new codes. A number of buildings on Rosecrans Avenue, Long Beach Boulevard, Compton Boulevard, and Alameda Street need to undergo the requisite seismic retrofit.

The seismically induced ground failure risk in Compton is liquefaction. Liquefaction occurs when loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Shallow groundwater and low-density, fine, sandy soils play a factor. Saturated, loose and medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential. Sandy loam has a high shrink-swell potential which could cause lateral spreading.

Liquefaction hazards are often found in areas where depth to ground water is 40 feet or less. Although water levels during an earthquake are not easily anticipated because of the unpredictable fluctuations caused by natural processes and human activities, historical levels can be used as an indicator, thus historical high ground water conditions are used to evaluate the risk for liquefaction. Historical high ground water in the City of Compton ranges from 20 feet west of the Compton Creek, to 8 feet near Compton College north to the boundaries of the City. Compton's soil is part of younger alluvial fan deposits in the region. These deposits consist largely of sand, silt, and gravel, and lesser occurrences of clay. Because historical ground-water levels are within 40 feet of the surface where there is the presence of loose, sandy soils, these deposits are judged susceptible to liquefaction.

The Whittier Narrows Dam is 11 miles upstream from the City of Compton. A dam failure would result in flood waters reaching Compton in approximately 15 hours with a depth of four feet. Dominguez High School and the adjacent golf course east of the 710 Freeway have the potential to be flooded if the

Whittier Narrows Dam has a dam failure. The Hansen Dam is 30 miles upstream from Compton. If this dam fails, the water would reach Compton within 20 hours with a depth of one foot. The northern portion of Compton would flood first and then it would continue to spread throughout the entire City. School, industrial, commercial, and residential areas would all be affected by a flood caused by a failure of the Hansen Dam. The Sepulveda Dam is 29 miles upstream from the City. If this dam has a failure, the flooding would reach Compton within 11 hours with a one foot depth. School, industrial, commercial, and residential areas would be affected by a Sepulveda Dam failure.

Los Angeles land subsidence has been caused by clay soil compaction due to extraction. The Long Beach harbor is the primary area affected by subsidence; however areas throughout the Los Angeles Basin used for oil extraction have had various degrees of land subsidence. Compton soil is low in clay reducing the subsidence caused by clay soil compaction. A landslide can also be one of the hazards left behind by an earthquake. According to the City of Compton's Natural Hazard Mitigation Plan, there is a potential for slope failure along the southern banks of the Compton Creek near Artesia Boulevard.

Over its fifty mile course, the Los Angeles River drops 800 feet to the ocean, nearly 16 ft per mile. This steep decent increases the velocity of the water and danger to citizens. The Federal Emergency Management Agency (FEMA) identifies where property owners are required to carry flood insurance to mitigate the impact of known flood hazards. Flood insurance was required for the 100-year flood plain of the southern end of the Los Angeles River until 2002 when the US Army Corp of Engineers completed the Los Angeles River Drainage Area (LACDA) flood control project. The purpose was to strengthen and raise the banks of the Los Angeles River and its tributaries against the possibility of a "100 year flood" which once threatened to devastate an 82 square mile area from Pico Rivera to Long Beach including Compton. As a result, Compton homeowners within the Los Angeles River's 100-year flood plain are no longer mandated by FEMA to purchase flood insurance.

The City of Compton lies in the floodplain of the Los Angeles River and Compton Creek. Between 1811 and 1994, there were 30 floods along the Los Angeles River. A 100-year flood is a flood that has a 1% chance of occurring every year. Most of the area in the City east of Wilmington Ave. was subject to inundation by a 100-year flood from the Los Angeles River, which flows from north to south just inside the eastern border, however due to the efforts of the US Army Corps of Engineers, this threat no longer exists. Much of Compton Creek, a tributary of the Los Angeles River, runs through the City and is a potential source of flooding; however the amount of water running through the creek limits the threat to a much smaller area and a much smaller incidence of occurrence. The threat of flooding is increased by the "high concentration of impermeable surfaces that either collect water, or concentrate the flow of water in unnatural channels". As a result, localized flooding may occur when storm drains become congested and water collects in the street.

Flood Control and Flood Management in the City of Compton is a combined effort of the US Army Corp of Engineers, the California Department of Water Resources Division of Flood Management, the Federal Emergency Management Agency and local infrastructure. The infrastructure for flood control of the Los Angeles River system includes five major flood control reservoirs operated and maintained by the US Army Corp of Engineers and 15 dams, 143 sediment entrapment basins and 29 spreading grounds operated and maintained by the Los Angeles Department of Public Works (LADPW). The LADPW also maintains 470 miles of open flood control channels, 2,400 miles of underground storm drains and 70,000 street drains. The open flood channels range in size from 2 to 600 feet in width and from 2 to 40 feet in depth.

The City of Compton is an urban environment with little danger of wildfires. There are only three lots in the City that have over 20 acres of grass that can burn, leaving the City at a low risk for any wildfires beyond a minor brush fire. There are eight high-occupancy facilities in addition to the schools in the City that have the potential to be urban fire hazards. These facilities include the Courthouse, City Hall,

the Crystal Park Hotel, the Compton Fashion Center, and four senior-citizen homes.

The Compton Fire Department has four stations serving the City. The City's fire services include ten front-line vehicles: four front-line engines, one ladder truck, one air/light unit, two paramedic ambulances and two basic life support transport units. The Fire Department has 85 employees, including 80 sworn and five (5) civilian employees. Additionally, it employs the services of 12 full-time and several part-time contract emergency medical technicians. The stations located in the City include the following: Fire Station #1 - 201 South Acacia Avenue; Fire Station #2 - 1320 East Palmer Street; Fire Station #3 - 1133 West Rosecrans Avenue; and, Fire Station #4 - 950 West Walnut Street.

The Compton Fire Department responds to an average of 9,900 emergency calls per year. Over 3,000 emergencies calls involve hazardous materials, explosions, trapped victims, and a variety of residential, commercial, and other fires. In addition to routine emergencies, the fire department helps develop and implement response plans for disasters and other emergencies. The department's non-emergency services include a reserve firefighter program, a fire fighter training program in association with El Camino College Compton Center, and the Fire Explorers Program.

The City of Compton provides law enforcement services through its Municipal Law Enforcement Services Department and a contract with the Los Angeles County Sheriff's Department. The Compton Station of the Los Angeles County Sheriff's Department has a dedicated staff of 200. Eighty-nine sworn offices patrol an area of 10 square miles. Six service area officers and one sergeant are dedicated to addressing quality of life issues.

Compton Sheriff's Department is comprised of many different departments, namely: a Traffic Department, Narcotics Unit, Two Gang Units (Operation Safe Streets and Gang Enforcement Team), and Ariel Bureau. The station in Compton is located at 310 South Willowbrook Avenue. The sheriff's department receives supplemental Law Enforcement and Local Law Enforcement Grant funds that are used to address quality of life issues. These grant funds enable the department to provide the City with a dedicated Party Car that is used expressly for the purpose of patrolling and addressing noise issues caused by loud parties. The funds also finance the department's Nuisance Impact Community Enhancement (NICE) Program. Other services provided by the sheriff's department include: DUI Checkpoints, Directed Traffic Patrol, Traffic Safety Fairs, Youth Referral Program, Youth Athletic League, and Explorer Program. Compton's Municipal Law Enforcement Services Department oversees City security, parking enforcement, and code enforcement. Municipal Law Enforcement officers patrol City parks, shopping centers and assist the Compton Sheriff's Department with crowd control.

The Code Enforcement Division is responsible for aggressively enforcing the City's codes and ordinances and pursuing the elimination of slum and blight conditions in the residential, commercial, and industrial areas of the City. The department is also responsible for ensuring citizen compliance with codes affecting zoning, property maintenance, and weed, debris, and vehicle violations.

The existing peak load water supply and road widths and turnouts are adequate to satisfy the needs of the fire department to respond to known fire and geologic risks. The grid system of streets provides alternate routes in the event of street blockage. There are plans to make some improvements to the water supply system in the southern and eastern sections of the City to increase peak water supply.

The density and metropolitan nature of Southern California make it a significant target for terrorism. LAX, the Ports of Los Angeles and Long Beach have all been subjected to numerous threats. The Department of Homeland Security has allotted significant resources to the region. Some possible terrorist targets may include the Los Angeles Superior Court and Compton City Hall, Alameda Corridor, Ralph's warehouse, water supply systems, fire department, and sheriff's department.

Environmental Impacts

- A. *Would the project result in or expose people to potential impacts, including the risk of loss or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault rupture? **Potentially Significant Unless Mitigated.***

The most probable major sources of a significant earthquake affecting the City of Compton include the Newport-Inglewood Fault zone and the Compton Thrust Fault. The Newport-Inglewood Fault zone is considered to be responsible for the 1933 Long Beach earthquake. Although there are no active faults known to underlay the project sites to be funded through the proposed 2010 Tax Allocation Bonds, seismic risks that may affect the project sites are not unique or more significant for these project sites than other areas within the City of Compton. Surface rupture is not anticipated to occur in the event of an earthquake from the known faults in the surrounding region. Furthermore, the project sites are not included within an Alquist-Priolo Special Studies Zone. As a result, no surface rupture impacts will affect the project sites. In any event, as a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential seismic impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction? **Potentially Significant Unless Mitigated.***

The majority of the City of Compton is located in an area that has been identified as having a potential for liquefaction. Liquefaction was noted in the vicinity of Compton following the 1933 Long Beach earthquake. Surface effects from this earthquake included cracks where water, sand, and mud were ejected. Two of these cracks formed in a field ½-mile southwest of the intersection of Alondra Boulevard and Atlantic Boulevard. It was speculated that the considerable damage in Willowbrook, Lynwood, South Gate, and Huntington Park was probably due to the location of these communities on formerly marshy ground, particularly in those areas located along Compton Creek and the former courses of the Los Angeles River. Although there are no active faults known to underlay the project sites to be funded through the proposed 2010 Tax Allocation Bonds, seismic risks that may affect the project sites are not unique or more significant for these project sites than other areas within the City of Compton. Liquefaction is not anticipated to occur in the event of an earthquake from the known faults in the surrounding region. Furthermore, the project sites are not included within an Alquist-Priolo Special Studies Zone. As a result, no liquefaction impacts will affect the project sites. In any event, as a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential liquefaction impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. *Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? **Potentially Significant Unless Mitigated.***

Given the developed character of the City of Compton, no significant adverse constraints related to expansive soils are anticipated. All of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to adhere to the existing development code and building code requirements will reduce the potential impacts to levels that are less than significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- D. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? **Potentially Significant Unless Mitigated.***

The proposed project will not involve any significant grading. The site is presently vacant. Grading and excavation will be required to ready the site for construction. Liquefaction susceptibility is a function of the capacity of sediments to resist moderate to severe seismic ground shaking intensity. Liquefaction hazard mapping focuses on areas historically characterized by ground-water depths of 34 feet or less. The majority of the City is located in an area that has been identified as having a potential for liquefaction. In any event, as a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2009 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential liquefaction impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- E. *Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in the California Building Code (2002), creating substantial risks to life or property? **Potentially Significant Unless Mitigated.***

The soils that underlie the majority of the City belong to the Chino soils association. These soils are considered to be suitable for development as is evident from the extensive urbanization that has historically occurred in the area. The soils and their suitability for development will be further reviewed. In any event, as a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential soils impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- F. *Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **No Impact.***

No septic tanks will be used as part of the proposed projects. As a result, no impacts associated with the use of septic tanks will result from the proposed project's implementation.

G. *Would the project result in or expose people to potential impacts, including unique geologic or physical features?* **No Impact.**

There are no unique geologic or physical features within the City or in the surrounding area.⁴ There are no natural geologic features located on site or within the surrounding properties. As a result, the projects to be funded through the proposed 2010 Tax Allocation Bonds will not result in any significant adverse impacts related to natural or unique geologic features.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Earth Resources and Geology impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential liquefaction hazards and general regional seismic activity to a level of Less than Significant Impact.

Mitigation Measure 3 (Earth Resources and Geology). All development projects within the City of Compton are required to comply with all of the most recent building codes with respect to seismic design and construction. Therefore, prior to the issuance of grading or building permits, a Geotechnical Report and a Liquefaction Study shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 4 (Earth Resources and Geology). Any projects proposing excavations greater than five (5) feet in depth from the existing (natural) ground surface are required to submit a Shoring Plan that includes the location of proposed excavations, estimated depth and length and provide specifications on the type of shoring used. Therefore, prior to the issuance of grading or building permits involving such excavation, a Shoring Plan is plan shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

⁴ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1987

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.4 WATER AND HYDROLOGY IMPACTS. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		×		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		×		
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			×	
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site?			×	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		×		
f) Substantially degrade water quality?		×		
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		×		
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?		×		
i) Expose people or structures to a significant risk of flooding as a result of dam or levee failure?				×
j) Result in inundation by seiche, tsunami, or mudflow?				×

Water and Hydrology: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

Environmental Setting

The City of Compton Municipal Water Department (CMWD) provides water delivery to customers in Compton. Compton's water supply has consistently met or exceeded the State's standards for potable water. The City has eight water wells with a pumping capacity of 14.4 million gallons per day. There are four reservoir tanks with a combined storage capacity of 12.8 million gallons. The CMWD owns and maintains approximately 163 miles of water lines ranging in size (diameters) from 4-inches to 24 inches. The CMWD is currently planning for the installation of two new wells and three new reservoir tanks with a combined capacity approximately 7.5 million gallons.

Groundwater for the City of Compton is pumped from the Central Groundwater Basin. This basin consists of 9 aquifers containing approximately 20 million acre-feet of water. In order to prevent over pumping, the courts have limited pumping in the Central Basin to 217,367 acre feet per year. The City of Compton has the right to pump 5,723 acre-feet per year. Additional groundwater must be obtained through leasing or buying other entities rights to groundwater in Central Basin.

During 2003-2004, the City of Compton pumped 6,852.73 acre-feet from the aquifer. The City leased water rights from California Water Service Company and Angeles Abbey Memorial Park to obtain additional acre-feet over their limit of 5,723. In addition, 3,205 acre-feet was imported from the State Water Project and Colorado River. The City of Compton does not participate in a recycled water reclamation program at this time.

An agreement between the City of Compton and the Metropolitan Water District of Southern California signed in February 2005 should provide drought protection to the region and water reliability. \$2.42 million in State Proposition 13 funds will be used to upgrade the Compton Municipal Water Department's pipelines and wells. The Metropolitan Water District will pump 2,289 acre-feet of water into the local groundwater aquifer to be stored and used by the City of Compton. The arrangement will reduce demands on the Metropolitan Water District and upgrade the city's infrastructure. This improvement project is underway. The City has the pumping and importing capabilities to serve undeveloped areas within its boundaries, however additional system improvements would be required in order to provide service. The system needs upgrades or replacements for water mains, wells, storage facilities, building structures, and a construction yard.

The eastern half of the City of Compton was previously located within the Los Angeles River 100-year floodplain. The Los Angeles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River, the Rio Hondo just to the east of Compton and the lower portion of Compton Creek. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection for Compton residents in the eastern and southern part of the City. Since the completion of the preventative measures, Compton property owners in the floodplain are no longer required to purchase flood insurance.

Flood Control and Flood Management in the City of Compton is a combined effort of the US Army Corp of Engineers, the California Department of Water Resources Division of Flood Management, the Federal Emergency Management Agency and local infrastructure. The infrastructure for flood control of the Los Angeles River system includes five major flood control reservoirs operated and maintained by the US Army Corp of Engineers and 15 dams, 143 sediment entrapment basins and 29 spreading grounds operated and maintained by the Los Angeles Department of Public Works (LADPW). The LADPW also maintains 470 miles of open flood control channels, 2,400 miles of underground storm drains and 70,000 street drains. The open flood channels range in size from 2 to 600 feet in width and from 2 to 40 feet in depth.

The County Sanitation Districts maintain and operate the sewer system in the City of Compton. The City is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works. The Sanitation Districts of Los Angeles County operates ten water reclamation plants (WRP's) and one ocean discharge facility (Joint Water Pollution Control Plant), which treat approximately 520 million gallons of waste water each day. 190 million gallons a day are available for reuse.

The City of Compton is in Districts 1, 2 and 8 of the Sanitation Districts of Los Angeles County. The closest plant to Compton is the Joint Water Pollution Control Plant located in the City of Carson. This wastewater treatment plant provides treatment for 350 million gallons of wastewater per day serving a population of approximately 3 1/2 million people. Treated wastewater is disinfected with chlorine and sent to the Pacific Ocean.

The City of Compton participates, with other communities, in the Century and Rio Hondo Water Reclamation Projects which deliver 22,000 acre-feet of reclaimed water per year to the Los Angeles Central Basin. This project utilizes pump stations from the two largest Sanitation Districts' Water Reclamation Plants: San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos and recharges basin groundwater.

Environmental Impacts

- A. *Would the project violate any water quality standards or waste discharge requirements?*
Potentially Significant Unless Mitigated.

The Los Angeles River is located approximately 1¼ miles east of the City and Compton Creek traverses the City. Developments are subject to storm water pollution control measures or be required to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential water quality and waste discharge issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts to are anticipated.

- B. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* **Potentially Significant Unless Mitigated.**

Water supply in the City is derived from local groundwater wells operated and maintained by the Compton Municipal Water Department and imported water from the Metropolitan Water District (MWD). No water wells are located on any of the proposed project sites. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential groundwater supply issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts to are anticipated.

- C. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?* **Less Than Significant Impact.**

The fully channelized Los Angeles River is located approximately 1¼ miles to the east and Compton Creek traverses the City. None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will impact any designated “blue-line stream,” drainage course, or the aforementioned rivers. As a precautionary measure, mitigation shall include that all of the new developments, especially along Compton Creek, to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on-or off-site? **Less Than Significant Impact.***

The fully channelized Los Angeles River is located approximately 1¼ miles to the east and Compton Creek traverses the City. None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will impact any designated “blue-line stream,” drainage course, or the aforementioned rivers. Compton Creek has been modified from its natural state. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential drainage pattern issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? **Potentially Significant Unless Mitigated.***

No natural drainage or riparian areas remain within the City due to the past development. The fully channelized Los Angeles River is located approximately 1 1/4 miles to the east and Compton Creek traverses the City. None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will impact any designated “blue-line stream” drainage course, or the aforementioned rivers. It is anticipated that the nature and extent of storm water runoff ultimately discharged into the existing storm drain system will not significantly change from the existing levels. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- F. Would the project otherwise substantially degrade water quality? **Potentially Significant Unless Mitigated.***

Future development will be required to implement a storm water pollution prevention plan and water quality management plan in accordance with National Pollutant Discharge Elimination System (NPDES) and City of Compton requirements. With adherence to the most recent Clean Water Act requirements, As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential water quality issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- G. *Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **Potentially Significant Unless Mitigated.***

The concept of a 100-year or 500-year flood condition is used as a benchmark by civil engineers as a means to design flood control infrastructure. None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will impede or redirect the flows of potential floodwater. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential flood hazard issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- H. *Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? **Potentially Significant Unless Mitigated.***

None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds are located within a designated flood hazard area as identified by FEMA, nor will they impede or redirect the flows of potential floodwater. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential flood hazard issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- I. *Would the project expose people or structures to a significant risk of flooding as a result of levee failure? **No Impact.***

The project site is not located within a designated flood hazard area as identified by the FEMA. The central and eastern portion of the City is located within this potential inundation area. The average floodwater depth is projected to be less than 1 foot. Virtually all of the urbanized portions of Los Angeles County are exposed to some form of potential inundation risk. As a result, no significant adverse impacts are anticipated.

- J. *Would the project result in inundation by seiche, tsunami, or mudflow? **No Impact.***

The City of Compton is located inland from the Pacific Ocean, and thus, the project site will not be exposed to the effects of a tsunami. No dams, reservoirs or volcanoes are located near the city that would present seiche or volcanic hazards.⁵ In addition, there are no surface water bodies in the immediate area that would result in seiche hazards. As a result, no impacts related to seiche, tsunami or mudflow would result.

⁵ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1982

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Water and Hydrology impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential water quality, drainage and storm water issues to a level of Less than Significant Impact.

Mitigation Measure 5 (Water and Hydrology). Prior to the issuance of grading or building permits, a Hydrology and Hydraulics Study shall be submitted to the City for review and approval for the proposed projects identified by the proposed 2010 Tax Allocation Bonds.

Mitigation Measure 6 (Water and Hydrology). Prior to the issuance of demolition or grading permits, a Notice of Intent to comply with the Construction General Permit to the State of California Regional Water Quality Control Board shall be prepared and submitted. A copy of the Notice of Intent acknowledgement from the State of California Regional Water Quality Board must be submitted to the City of Compton for the proposed projects identified by the 2010 Tax Allocation Bonds.

Mitigation Measure 7 (Water and Hydrology). Prior to the issuance of demolition or grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, a Storm water Pollution Prevention Plan per requirements of the National Pollutant Discharge Elimination System Construction General Permit shall be prepared and submitted to the City for review and approval. A copy of the Storm Water Pollution Prevention Plan shall be available at the construction site and shall be implemented at all times on the construction site. The Storm Water Pollution Prevention Plan shall outline the source control and/or treatment control Best Management Practices to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

Mitigation Measure 8 (Water and Hydrology). The proposed projects identified by the 2010 Tax Allocation Bonds shall comply with post-construction Best Management Practices requirements as detailed in the Los Angeles County Standard Urban Storm water Mitigation Plan.

Mitigation Measure 9 (Water and Hydrology). Prior to the issuance of demolition or grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an Urban Storm Water Management Plan shall be prepared by a California Registered Civil Engineer, Architect, Landscape Architect or any professional knowledgeable about storm water management issues and shall evaluate and propose the proper Best Management Practices to address each source of pollutants identified by the project evaluation. The Urban Storm Water Management Plan shall be reviewed and approved by the City.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3.5 AIR QUALITY IMPACTS. *Would the project:*

a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?		X		
f) Alter air movement, moisture, or temperature, or cause any change in climate?				X

Air Quality: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with, or obstructs the implementation of, the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations;
- The creation of objectionable odors affecting a substantial number of people; or,
- The alteration of air movement, moisture or temperature, or cause any change in climate.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen

to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ causes a greater health risk than larger-sized particles, since fine particles can more easily cause irritation.

Environmental Setting

The City of Compton is located in the South Coast Air Basin (SCAB), a 6,600 square-mile area that includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Winters within the SCAB are mild and frost is rare, as temperatures seldom fall below 28° F. The annual average daytime temperatures in the City of Compton range from 44°-63° F in winter and from 70°-85° F in summer, with temperatures sometimes exceeding 100° F during the summer months. Annual rainfall in the region averages between 12-15 inches, and occurs almost exclusively during the winter months.

Compton is located approximately 8 miles from the Pacific Ocean, and thus enjoys some of the moderating influences of the ocean. Wind flow patterns in the SCAB affect air quality by directing pollutants downwind from their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the San Gabriel Mountains to the north of the region) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinders the dispersion by trapping cool air near the ground with warm air from the ocean. However, air quality within the SCAB has shown a gradual and steady improvement over the past decade. This improvement in the region's overall air quality may be attributed to a number of factors, including improved emissions controls on automobiles and the elimination of many stationary sources of air pollution.

The Los Angeles basin has experienced poor air quality due in large part to the area's topography and metrological influences that often lead to inversion layers that prevent the dispersal of pollutants. During the mid 20th century, the Los Angeles area had the worst air quality in the nation which gave rise to various strategies to improve air quality. The region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires).

The two primary criteria pollutants that remain non-attainment in the local area and are regularly monitored are PM10 and Ozone. The SCAQMD operates a monitoring station in Lynwood and readings at this station may be used to characterize local air quality.

Pollutants regulated by the Federal and State Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. The Federal and State standards have been established at specified levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment and human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site specific. Finally, global warming and ozone-depleting gases are not monitored though sources of green house gas emissions are subject to federal and regional policies that call for their eventual elimination.

The EPA has established ambient air quality standards (National Ambient Air Quality Standards [NAAQS]) for the following air pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), lead (Pb), particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

The California Air Resources Board (CARB) has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (CARB has not established standards for PM_{2.5}). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility.

In addition to the Federal and State AAQS standards, there are daily and quarterly emissions thresholds related to the construction and subsequent operation of projects that are subject to the California Environmental Quality Act (CEQA). The SCAQMD has recommended thresholds local governments should refer to in their evaluation of development projects. The City of Compton uses these SCAQMD-recommended thresholds in its local review of development projects over which the City has jurisdiction. A development that results in either construction-related emissions or operational emissions that exceed specified daily emissions thresholds are considered to have a significant and adverse environmental impact. The SCAQMD also regulates levels of air toxics through a permitting process that covers both construction and operations. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401;
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard; and,
- Any project that could emit an air contaminant that is not currently regulated by SCAQMD rule, but that is on the federal or State air toxics list.

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one hour CO concentrations by 1.0 parts per million (ppm) or more or eight hour CO concentrations by 0.45 ppm or more.

Assessing odor impacts depends upon such variables as wind speed, wind direction, and the sensitivity of receptors to different odors. The American Society of Testing Materials (ASTM, Standard Method D 1391) has devised a method that considers how many times an air sample must be diluted with “clean” air before the odor is no longer detectable to an average adult with average odor sensitivity. The number of dilutions needed to reach this threshold level is referred to as a “dilution to threshold” (D/T) factor. An odor with a D/T of 2 (2 parts of fresh air to one part of odorous air) becomes faintly detectable to almost all receptors. At 5 D/T, people become consciously aware of the presence of an odor, and at 5 to 10 D/T, the odor is strong enough to evoke registered complaints. The standard to utilize in assessing off-site odor exposure is preferably below 5 D/T and acceptable below 10 D/T.

There are a number of Federal and State agencies involved in the development, implementation, and enforcement of regulations related to clean air. The primary agencies include the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South

Coast Air Quality Management District (SCAQMD).

The Environmental Protection Agency (EPA) is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards. The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.

The California Air Resources Board (CARB) is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act and the establishment of State ambient air quality standards. The CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment.

Both Federal and State Clean Air Acts require that every non-attainment area prepare an air quality management plan (AQMP) to identify ways local air quality may be returned to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the Federal Clean Air Act established new planning requirements and deadlines for attainment of the air quality standards within specified time frames. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act and for ensuring that the more stringent California clean air standards are met. The SCAQMD Governing Board adopted the 2003 Air Quality Management Plan (AQMP) on August 1, 2003. The 2003 AQMP replaced the 1997 AQMP and included an update of the attainment demonstration for the Federal standards for ozone and particulate matter (PM₁₀), replaced the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard with a maintenance plan for CO for the future; and updated the maintenance plan for the Federal nitrogen dioxide (NO₂) standard that the SCAB has met since 1992. The most recent revisions to the AQMP also addressed several State and Federal planning requirements and incorporated significant new scientific data. A non-attainment area refers to a specific geographic area that does not meet applicable Federal or State clean air standards. The 2003 AQMP is the current adopted Clean Air Plan. The SCAQMD is currently circulating its 2007 AQMP that is undergoing public review during the spring of 2007.

In accordance with its AQMP, the SCAQMD has adopted rules and regulations to control emission sources under its authority. The most important rules adopted by the SCAQMD to control emissions are identified below.

- Regulation IV Prohibitions. Regulation IV rules apply to a wide range of emissions sources. This regulation does not regulate specific types of equipment or sources of emissions but rather establishes emission standards that cannot be exceeded.
- Regulation XI Source Specific Standards. The Regulation XI rules are air pollution control rules that apply to a wide range of existing stationary sources. Each Regulation XI rule applies to controlling emissions from a specific source or type of equipment.
- Regulation XIII New Source Review. Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities within the South Coast Air Basin. Of the requirements in Regulation XIII, the following three are the most important. The first requirement calls for affected facilities to install best available control technology (BACT) equipment as a means to control stationary emissions. Secondly, for projects that could potentially result in an increase in emissions over one pound, Regulation XIII requires that modeling be performed to ensure that there is no change in the ambient atmospheric concentrations for the pollutant being modeled. Finally, any emissions over one pound must be offset by emission reductions generated at the facility or through the purchase of emission reduction credits.
- Regulation XIV Toxics and Other Non-criteria Pollutants.

The SCAQMD has also adopted rules to control non-criteria pollutants. SCAQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified

sources of air toxics through the SCAQMD's permitting program. Rule 1401 also establishes risk assessment procedures that must be followed in evaluating risks from sources that emit cancer-causing substances. Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facility-wide toxic air contaminants from existing facilities and indicates risk reduction requirements for facilities that exceed specified risk levels. Regulation XIV also contains a number of source specific rules that regulate toxic air contaminants from specific source categories. Generally, these rules are based on air toxic control measures adopted by the CARB.

Regulation XX Regional Clean Air Incentives Market (RECLAIM) is a comprehensive market-based regulation aimed at reducing NO_x and SO_x emissions at larger emissions sources by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations onsite.

Assembly Bill 32 also establishes a deadline for the State of California to come into compliance with the provisions of the Kyoto protocols. This bill requires that California reduce its greenhouse gas emissions by 25% to 1990 levels by the year 2020. To implement AB 32 the California Air Resources Board is required to draft a plan to reach these goals and in 2008 Senate bill 375 was passed to assist the Air Resources Board in reducing greenhouse gases by providing for more sustainable communities through better land use planning. SB 375 impacts housing, growth and development, transportation and gives the Southern California Association of Governments an expanded role in setting regional goals.

Assembly Bill 1358 is modifies the requirements of the circulation element of a general plan by the Governor's Office of Planning and Research to specify how local governments would accommodate the traffic and requires that any changes made to circulation elements after January 1, 2010 provide details on the accommodation of users based on land use context. The bill includes bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens as users and requires appropriate accommodation of these users in the planning, design, construction and operation of streets, roads and highways, to ensure reasonably safe and convenient travel.

Environmental Impacts

- A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
Potentially Significant Unless Mitigated.

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not affect any regional population, housing, and employment projections prepared for the City of Compton by the Southern California Association of Governments. As a result, such projects are consistent with the Growth Management Plan. Finally, these projects are not subject to the requirements of the Air Quality Management Plan's PM₁₀ Program, which is limited to the desert portions of the South Coast Air Basin. Given the size of the developments, it is not considered to be regionally significant, according to the SCAQMD. Specific criteria for determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook that states the following:

- **Consistency Criteria 1.** Will the proposed project result in an increase in the frequency or severity of an existing air quality violation or contribute to the continuation of an existing air quality violation?

- *Consistency Criteria 2.* Will the proposed project exceed the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation?

The projects to be implemented by the proposed 2010 Tax Allocation Bonds are consistent with the adopted City of Compton General Plan (Consistency Criteria 2) pursuant to their respective land use designations. The projects will result in emissions that may contribute to an existing air quality violation. However, these projects will not result in any net increase in development not already contemplated in regional growth projections (Consistency Criteria 1). As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential air quality issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Potentially Significant Unless Mitigated.***

Short-term airborne emissions will occur during the various development phases of the projects to be implemented by the proposed 2010 Tax Allocation Bonds, and include activities related to demolition, land clearance, grading, and excavation. Equipment emissions, associated with the use of construction equipment during site preparation and construction activities, will be generated (the construction equipment is generally diesel-powered, resulting in high levels of nitrogen oxide [NOx] and particulate emissions). Finally, delivery vehicles and workers commuting to and from the construction site will generate mobile emissions. Long-term emissions refer to those air quality impacts that will occur once the land uses are operational and occupied, and these impacts will continue over the operational life of any future development. The total long-term emissions from the additional daily trips that will be generated by the project *will not* exceed the SCAQMD's thresholds of significance. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential air quality issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? **Potentially Significant Unless Mitigated.***

The projects to be implemented by the proposed 2010 Tax Allocation Bonds may generate long-term operational emissions. However, the majority of the long-term emissions will be associated with vehicles traveling to and from the future developments that will be below the SCAQMD's thresholds of significance. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential cumulative air quality issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

D. Would the project expose sensitive receptors to substantial pollutant concentrations?
Potentially Significant Unless Mitigated.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. The sensitive receptors located in the vicinity of the project site include residential development located to the north and east of the site. The size of the proposed project is not expected to result in emission hot spots that would exceed the State's 1-hour or 8-hour standards.⁶ As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential exposure to sensitive receptors to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

E. Would the project create objectionable odors affecting a substantial number of people?
Potentially Significant Unless Mitigated.

The SCAQMD's CEQA Air Quality Handbook identifies those uses that will typically create odors that, in turn, could generate complaints. These uses include agricultural activities, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding operations. Due to the nature and extent of the projects to be implemented by the proposed 2010 Tax Allocation Bonds, there is limited potential for objectionable odors to affect the surrounding areas given the proposed uses. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential air quality issues to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

F. Would the project alter air movement, moisture, or temperature, or cause any change in climate?
No Impact.

The annual average daytime temperatures in the City of Compton range from 44-63° F in winter and from 60-85° F in summer, with temperatures sometimes exceeding 100° F during the summer months. Annual rainfall in the region averages between 12-15 inches, and occurs almost exclusively during the winter months. The City is located approximately 8 miles from the Pacific Ocean, and thus enjoys some moderating influences of the ocean.⁷ Wind flow patterns in the SCAB affect air quality by directing pollutants downwind from their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the San Gabriel Mountains to the north of the region) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinder dispersion by trapping cool air near the ground with warm air from the ocean. The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not be large enough to alter air movement, moisture or temperature, or cause a change in the climate, either locally or regionally. As a result, no impacts upon climate or temperature are expected.

⁶ South Coast Air Quality Management District. *CEQA Air Quality Handbook*, Appendix 9. 1993.

⁷ South Coast Air Quality Management District. *Climatological Profile of Southern California*. 1987.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Air Quality impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential short-term air quality impacts to a level of Less than Significant Impact.

Mitigation Measure 10 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the City of Compton shall confirm that the plans and specifications stipulate compliance with South Coast Air Quality Management District Rule 403. Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the South Coast Air Quality Management District Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles' speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 miles per hour averaged over one hour) or during Stage 1 or Stage 2 episodes; and
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

Mitigation Measure 11 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, City of Compton shall confirm that the plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403. Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.

Mitigation Measure 12 (Air Quality). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, City of Compton shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; and c) other appropriate measures. The Diesel Fuel Reduction Plan shall be filed with the City of Compton, and shall include the following provisions:

- All diesel fueled off-road construction equipment shall be California Air Resources Board certified or use post-combustion controls that reduce pollutant emissions to the same level as California Air Resources Board certified equipment. California Air Resources Board certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM10, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.
- All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.
- The effectiveness of the latest diesel emission controls is highly dependant on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 parts per million) or other alternative low polluting diesel fuel formulation.

Mitigation Measure 13 (Air Quality). In compliance with South Coast Air Quality Management District Rule 1113, reactive organic gas emissions from architectural coatings shall be reduced by using precoated natural colored building materials, water-based or low- reactive organic gas coating and using coating transfer or spray equipment with high transfer efficiency.

Mitigation Measure 14 (Air Quality). All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Mitigation Measure 15 (Air Quality). Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and proper tune per manufacturer's specifications, to the satisfaction of the City of Compton. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.6 BIOLOGICAL RESOURCES IMPACTS. *Would the project have a substantial adverse effect:*

a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?		X		
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?		X		
c) On federally protected wetlands as defined by Section 344 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) In conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Biological Resources: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- A substantial adverse effect on federally protected wetlands as defined by Section 344 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.

Environmental Setting

As Compton became urbanized, native vegetation was replaced by imported species. The area's climate is Mediterranean, like the rest of the Southern California region, with moderate temperatures, rainy winters and dry summers supporting a wide range of imported vegetation. The wetland habitat in the soft-bottomed portion of Compton Creek includes cattails, aquatic grasses, killdeer, red-winged blackbirds and great blue heron.

Animal life in Compton is predominantly domesticated though other animal species that are capable of living in close proximity to man, such as birds, skunks, and squirrels, are found in the area. The special interest/sensitive animal species identified as potentially occurring in the area is the Pacific pocket mouse (*Perognathus longimembris pacificus*). The special interest/sensitive plant species identified as potentially occurring in the project area include the southern tarplant (*Centromadia parryi* ssp. *australis*); the Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*); the Parish's brittlescale (*Atriplex parishii*); the coastal dunes milk-vetch (*Astragalus tener* var. *titii*); the Brand's phacelia (*Phacelia stellaris*); the spreading navarretia (*Navarretia fossalis*); the prostrate navarretia (*Navarretia prostrata*); and the California orcutt grass (*Orcuttia californica*). No rare or endangered plant species are known to currently exist in the City.

Environmental Impacts

- A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* **Potentially Significant Unless Mitigated.**

The City of Compton is urbanized and plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. With the exception of Compton Creek, the project sites involved as part of the 2010 Tax Allocation Bonds do not contain, nor are they located adjacent to, any suitable habitat for any sensitive species.⁸ As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review including the consultation with the State of California Department of Fish and Game, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse impacts are anticipated.

⁸ Municipal Resource Center *Site Survey*. 2009.

- B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? **Potentially Significant Unless Mitigated.***

The City of Compton is urbanized and does not contain any natural or protected natural plant communities or habitats. Additionally, the City does not contain any federal or State jurisdictional areas. With the exception of Compton Creek, the project sites involved as part of the 2010 Tax Allocation Bonds do not contain, nor are they located adjacent to, any suitable habitat for any sensitive species.⁹ As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review including the consultation with the State of California Department of Fish and Game, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to any *Waters of the U.S.* and wetland resources to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse impacts are anticipated.

- C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 344 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **Potentially Significant Unless Mitigated.***

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Funds are covered over in their entirety by impervious surfaces. As indicated in the preceding sections, the project's to be implementation by the proposed 2010 Tax Allocation Bonds will not affect any protected wetland. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review including the consultation with the State of California Department of Fish and Game, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to wetland habitat to a level of Less than Significant. As a result, through the implementation of the Mitigation Measure listed below, no adverse impacts are anticipated.

- D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? **No Impact.***

The animal species common to the City of Compton are typical of those found in an urbanized setting. No areas of the City function as a wildlife movement corridor. No locally designated species are located within the City. In addition, no trees will be impacted by the projects to be implemented by the proposed 2010 Tax Allocation Bonds. Thus, no impact to local policies and programs related to resource management is expected with the implementation of the 2010 Tax Allocation Bonds.

⁹ Municipal Resource Center Site Survey. 2009.

- E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* **No Impact.**

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not result in the removal of any existing trees.¹⁰ Thus, no impacts to locally designated species will occur as a result of the implementation of the proposed 2010 Tax Allocation Bonds.

- F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* **No Impact.**

The project sites included as part of the implementation of the proposed 2010 tax Allocation Bonds are not located within an area governed by a habitat conservation or community conservation plan. As a result, no adverse impacts on local, regional, or state habitat conservation plans will result from the implementation of the proposed 2010 Tax Allocation Bonds.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Biological impacts. However, the following Mitigation Measure for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with potential biological impacts to a level of Less than Significant Impact.

Mitigation Measure 16 (Biological Resources). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the City of Compton shall consult with the State of California Department of Fish and Game prior to the issuance of any demolition, grading or building permits for any of the projects to be implemented by the proposed 2010 Tax Allocation Bonds.

¹⁰ United States Geological Survey. *South Gate 7 ½ Minute Quadrangle*. 1994.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.7 ENERGY AND MINERAL RESOURCES IMPACTS. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				×
c) Conflict with adopted energy conservation plans?				×
d) Use non-renewable resources in a wasteful and inefficient manner?				×

Energy and Mineral Resources: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- The loss of availability of a locally-imported mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan;
- A conflict with adopted energy conservation plans; or,
- The use of non-renewable resources in a wasteful and inefficient manner.

Environmental Setting

The City is located in close proximity to a number of producing oil fields. The Rosecrans oilfield is located approximately two miles to the west, the East Los Angeles oilfield is located approximately seven miles to the northeast, and the Dominguez oilfield is located approximately 5 miles to the south. There are also a number of oil and natural gas wells located in the City of Compton. The majority of these wells are located in the southern portion of the City.

The State Mining and Geology Board (SMGB) is the lead agency for the City of Compton under the Surface Mining and Reclamation Act of 1975 (SMARA). The SMGB recently approved the closure of the Atkinson Brick Pit No. II site. This site was a former surface mining operation that has been reclaimed to an acceptable condition for its future re-use. Surrounded by industrial and residential developments on all sides, the site is divided into three areas: Areas I, II and III. At the time a permit

was issued and approved on May 23, 1990, Atkinson Pit No. II was noted as being fully mined with reclamation near complete. The entire site is covered under a reclamation plan that was approved by the City of Compton Planning Commission in 1987. The site incorporates about seventy acres and is underlain by unconsolidated, laterally discontinuous sand and clay deposits. The State Division of Mines and Geology has not designated any lands in Compton as a classified mineral resource deposit area. Due to the urban nature of Compton it is unlikely that mineral resources will be discovered and utilized in the future.

Environmental Impacts

- A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? **No Impact.***

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are not included within a Significant Mineral Aggregate Resource Area, nor are they located in an area with active mineral extraction activities. The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not be in conflict with any existing citywide energy conservation plans. As a result, no impacts on existing mineral resources will result from the implementation of the proposed 2010 Tax Allocation Bonds.

- B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **No Impact.***

The resources and materials used in the construction of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not include any materials that are considered rare or unique. Thus, the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not result in any significant adverse effects on mineral resources in the region.

- C. *Would the project conflict with adopted energy conservation plans? **No Impact.***

Natural resources that may be utilized by the projects to be implemented by the proposed 2010 Tax Allocation Bonds include air, mineral, water, sand and gravel, timber, energy, and other resources typically used in construction. The construction of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not involve any uses or activities that would preclude energy conservation. Additionally, the projects to be implemented by the proposed 2010 Tax Allocation Bonds will be required to implement energy conservation measures pursuant to Title 24 requirements. As a result, no significant adverse impacts related to the City's adopted energy conservation plan are anticipated.

- D. *Would the project use non-renewable resources in a wasteful and inefficient manner? **No Impact.***

The City does not contain any mineral resource deposits that would be impacted by the projects to be implemented by the proposed 2010 Tax Allocation Bonds, as they will not involve any activities that will involve the consumption of excessive amounts of energy. As a result, no significant impacts related to the consumption of natural resources will result.

Mitigation Measures

The analysis determined that the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not result in any significant adverse impacts related to energy use or the consumption of mineral resources. As a result, no mitigation is required.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3.8 RISK OF UPSET AND HUMAN HEALTH IMPACTS. *Would the project:*

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

Risk of Upset and Human Health: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Environmental Setting

The Compton Fire Department is responsible for programs to protect residents and properties from accidents involving hazardous materials. Such programs include documenting all storage and usage of hazardous materials. Education programs assist City residents in handling and storing such materials properly. Those businesses and residents violating laws involving hazardous materials will be prosecuted.

To reduce the scope of risk related to the transportation of hazardous materials through the City, vehicles carrying such materials are restricted to the travel routes designated in the Los Angeles County Hazardous Waste Management Plan.

Businesses using or producing hazardous materials shall be concentrated in the areas designated Industrial on the General Plan Land Use Policy Map. Through the environmental review process, the City will ensure such uses are removed from proximity to residential development, schools, and other sensitive land uses.

The Los Angeles County Hazardous Waste Management Plan establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined in the County plan will be used to review all proposals for such treatment and disposal facilities in Compton.

Environmental Impacts

- A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **Potentially Significant Unless Mitigated.**

The Environmental Protection Agency's (EPA's) *Environfacts* Database was consulted to identify EPA-regulated facilities within the Compton Redevelopment Project Area.⁶⁸ None of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are included on this list. During the removal of the existing on-site surface materials, some conditions may be encountered. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential hazardous to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. *Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* **Potentially Significant Unless Mitigated.**

Users of hazardous materials are required by both the Federal and State governments to submit a business plan to their local administering agency (the reportable quantities are 50 or more gallons of a liquid, 500 pounds or more of a solid, or 200 cubic feet or more of a gas at standard temperature and pressure). Hazardous chemicals and materials used will be limited to household products used in routine maintenance and cleaning products. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential short-term and long-term hazardous impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **Less Than Significant Impact.**

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will only involve materials for on-site routine cleaning and maintenance. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts upon any sensitive receptors, such as existing or proposed schools, to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

⁶⁸ Environmental Protection Agency. *Environfacts Database*. 2005

- D. Would the project be located on a site, which is included on a list of hazardous material 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? **Less Than Significant Impact.***

The Environmental Protection Agency's (EPA's) Environfacts Database was consulted to identify EPA-regulated facilities within the Compton Redevelopment Project Area. None of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are included on this list. During the removal of the existing on-site surface materials, some conditions may be encountered. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential hazardous to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? **Less Than Significant Impact.***

The nearest public use, general aviation airport is Compton/Woodley Airport in the southwestern portion of the City. None of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are located within a designation AICUZ zone of the Compton/Woodley Airport. Otherwise, the nearest airports certified for carrier operations include Long Beach Airport (8-miles), Los Angeles International Airport (13 miles), and Los Alamitos Airfield (15 miles). As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area? **No Impact.***

The nearest public use general aviation airport is Compton/Woodley Airport, located in the southwestern portion of the City. None of the projects to be implemented by the proposed 2010 Tax Allocation Bonds will be tall enough to affect local airport operations. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations of a private airstrip.

- G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **No Impact.***

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will be confined that they will not obstruct access to the surrounding properties or otherwise hinder emergency evacuation within the surrounding properties. At no time will local streets used for evacuation routes be closed to emergency traffic. Thus, no impacts on emergency response or evacuation are expected with the project's implementation.

*H. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? **No Impact.***

The City of Compton is fully developed with no risk of wild fire associated with natural vegetation. The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are covered and their adjacent areas are improved. No areas of native vegetation are found in the surrounding parcels and, as a result, there is no wildfire risk from off-site locations.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Risk of Upset and Human Health impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with hazardous materials and vector control to a level of Less than Significant Impact.

Mitigation Measure 17 (Risk of Upset and Human Health). Prior to the issuance of grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an analysis from a licensed consultant to determine if any on-site structures contain the hazardous substances below shall be submitted to the City for review and approval:

- Asbestos Containing Materials
- Polychlorinated Biphenyls
- Lead Based Paint
- Urea Formaldehyde

Mitigation Measure 18 (Risk of Upset and Human Health). If unknown wastes or suspect materials are discovered by the contractor during demolition, excavation or grading activities in which the contractor believes may involve hazardous waste/materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the project engineer of the implementing agency;
- Secure the areas directed by the project engineer; and
- Notify the implementing agency's Hazardous Waste/ Materials Coordinator.

Mitigation Measure 19 (Risk of Upset and Human Health). For the proposed projects identified by the 2010 Tax Allocation Bonds, the services of a pest/vector control service shall be retained to ensure that insects and rodents do not spread to adjacent properties during grading activities.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.9 NOISE IMPACTS. <i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		×		
b) Exposure of people to or generation of excessive ground-borne noise levels?			×	
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			×	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		×		
e) For a project located with 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?		×		
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				×

Noise: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people residing or working in the project area to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

Environmental Setting

Noise is generally defined as unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through the air. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source such as a roadway (where the vehicle traffic is the noise source). Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. Thus, with increasing distance from the noise source, the level of sound decreases and this effect is referred to as spreading loss. Due to this spreading loss, noise decreases or attenuates with distance.

Objects that block the line-of-sight will further attenuate the noise if the receptor is located within the shadow of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall or barrier will do little to attenuate the noise. Additionally, a receptor located on the same side of the wall as the noise source may actually experience an increase in the perceived noise level because the wall can reflect noise back to the receptor compounding the noise.

Noise levels are typically described using a number of methods that are designed to evaluate the loudness of a particular noise. The most commonly used units employed for measuring sound levels include the decibel (dB), the equivalent noise level (Leq), and the community noise equivalent level (CNEL). The decibel is, by far, the most common measurement unit. The decibel measurement scale employs a numerical scale where zero represents the lowest limit of sound that can be heard while injury to the eardrum could occur at levels in excess of 140 dB.

As indicated previously, other sound level measurements commonly used include the Leq and the CNEL. The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to those noise frequencies that are more sensitive to human hearing. Since the human ear is not equally sensitive to all of the frequencies within the noise spectrum, noise measurements are weighted more heavily towards those frequencies for which we are more sensitive using an A-weighting (referred to as dBA) adjustment.

Certain receptors or land uses (such as residential uses) are more sensitive to unwanted noise during the evening and at night. As a result, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or the day/night average noise level (Ldn). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. to take into account a person's increased sensitivity to noise during these periods. The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity using an A-weighting referred to as dBA. The human ear can detect changes in sound levels of approximately 3 dBA under normal ambient conditions though changes of less than 3 dBA are noticeable to some people under quiet conditions and changes of less than 1 dBA are only discernable by few people under controlled, extremely quiet conditions.

Noise sources in the City of Compton may be placed into five basic categories that include freeway noise (from both the I-710, SR-91, and the I-105 freeways), aircraft noise from both Compton Woodley Airport as well as aircraft over flights within landing approaches to LAX, traffic on local streets, noise from railroad operations, and noise from stationary sources. Each of these sources and their impacts

on the noise environment of Compton are summarized below.

- **Freeway Noise.** The I-710 freeway (the Long Beach Freeway) extends along the easterly City boundary in a north-to-south orientation. The SR-91 freeway (the Artesia Freeway) traverses the southernmost portion of the City in an east-to-west orientation. Finally, the I-105 freeway (the Century Freeway) is located to the north of the City. These freeways are the dominant source of noise in the area.
- **Local Traffic Noise.** Traffic noise on surface streets is also a significant source of noise within the City. Major roadways in the City that contribute to relatively high noise levels include Wilmington Avenue, Willowbrook Avenue, Tamarind Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Greenleaf Boulevard, and Artesia Boulevard. Noise levels along these roadways are influenced by a number of variables including traffic volumes, the percentage of truck traffic, vehicle speeds, the time distribution of traffic and gradient of the roadway. The highest level of traffic noise is found along the major arterial roadways that are handling relatively high traffic volumes with correspondingly high vehicle travel speeds.
- **Airports and Heliports.** The Compton/Woodley Airport is located in the southwestern portion of the City. The Airport has several runways, the longest being a paved runway extending 3,670 feet. In addition, more than 200 aircraft are based at the airport. Aircraft operations on a daily basis average 181 take-off and landings per day. The airport handles approximately 60,000 operations per year. The 65 CNEL contours extend approximately 2,000 feet from the take off and landing approaches.
- **Railroads.** The Alameda Corridor extends through the eastern half of the City and is located below grade. A second major source of mobile noise is the Blue Line operated by the MTA. The MTA trains operate in 15 minute headways between 4:00 PM until 12:00 AM (midnight) and every 20 minutes between midnight and 4:00 AM. The calculated exterior noise level associated with train operations is 47 dB (CNEL) with the LMAX of 80 dBA.
- **Stationary Sources.** The City of Compton has a large number of stationary noise sources located within its boundaries. These noise sources are typical of those found in an urban setting. Noises associated with industrial and commercial operations include truck traffic and machinery noise. The majority of these uses are located along the Artesia Freeway corridor and the Alameda Corridor.

The noise environment in Compton was further characterized through noise measurement surveys and the use of a computerized traffic noise prediction model to estimate traffic noise along key roadways. The measurement locations were selected on the basis of proximity to major noise sources and the noise sensitivity of the land use. Each site was monitored for a minimum of 15 minutes and the ambient noise levels were measured using dBA and CNEL values and expressed in term of Percent Noise Levels or L%. In this way, noise levels recorded over the course of the measurement period are expressed using percentages where the L90 is the noise level exceeded 90% of the time, L50 is the level exceeded 50%, and L10 is the level exceeded 10% of the time. The L90 level generally was used to represent the background or ambient noise level, L50 represents the average noise levels and L10 the peak or intrusive noise levels.

The dominant source of noise within the City is related to traffic noise (generally referred to as mobile-source noise). To determine the existing noise levels along major roadways and transportation facilities, existing traffic volumes were modeled using the California Department of Transportation (CALTRANS) Traffic Noise Prediction Model. The model calculated the noise level for a particular reference set of conditions (such as existing traffic volumes, roadway grade, vehicle speeds, number of travel lanes, etc). Noise levels (in CNEL) were expressed using noise contours representing a line along which the ambient traffic noise levels were equal (the use of noise contours in this fashion are similar to how weather maps depict common temperatures or topographic maps show areas of equal elevation). For purposes of this analysis, noise level contours for the 70 CNEL, 65, CNEL, and 60 CNEL were calculated. The noise model computed the distance of the specific noise contour from the

roadway centerline. For example, the 65 CNEL contour for the Alondra Boulevard corridor was found to be 110 feet on both sides of the roadway. This figure indicated that all of the properties and land between the contour line and the roadway centerline would be exposed to noise levels of at least 65 CNEL. However, the actual distances to these contours could be considerably less than predicted where intervening structures break the line-of-sight to the roadway.

Environmental Impacts

- A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Potentially Significant Unless Mitigated.**

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are generally located in areas with ambient noise levels ranging from 69 dB to 72 dB, which is primarily due to the ambient noise is associated with traffic on the adjacent streets. The areas in which the projects to be implemented by the 2010 Tax Allocation Bonds are currently developed, and no major stationary sources are located in their immediate areas. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential noise impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. *Would the project result in exposure of people to or generation of excessive ground-borne noise levels?* **Less Than Significant Impact.**

Certain activities are particularly sensitive to noise, such as sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and childcare facilities are also considered noise-sensitive uses. Finally, residential uses are considered to be noise-sensitive land uses. No major stationary sources are located in the immediate areas of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential noise impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* **Less Than Significant Impact.**

The noise environment within the Compton Redevelopment Project Area, and consequently adjacent to the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds, are dominated by vehicle traffic noise emanating from local streets, freeways, and rail lines (including the Blue Line). The projects to be implemented by the proposed 2010 Tax Allocation Bonds will be consistent with the City of Compton General Plan. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential noise impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are

anticipated.

- D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Potentially Significant Unless Mitigated.***

Noise levels associated with any future construction activities for the projects to be implemented by the proposed 2010 Tax Allocation Bonds will be slightly higher than the existing ambient noise levels of their respective areas. However, the construction noise would subside once construction of a particular project is completed. Although construction noise represents a short-term impact on ambient noise levels, noise generated by construction equipment and construction activities can reach high levels (between 70 dBA and 90 dBA) 50 feet from the noise source. Construction equipment noise comes under the control of the EPA's Noise Control Program (Part 204 of Title 40, Code of Federal Regulations). As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential short-term noise impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **Potentially Significant Unless Mitigated.***

The Compton/Woodley Airport, a general aviation airport facility operated by the County of Los Angeles is located in the southwestern portion of the City. The nearest airports certified for carrier operations include Long Beach Airport (8-miles), Los Angeles International Airport (13 miles), and Los Alamitos Airfield (15 miles). The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not expose persons to noise from a public use airport. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential airport noise exposure impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.***

The Compton/Woodley Airport, a general aviation airport facility operated by the County of Los Angeles is located in the southwestern portion of the city. The nearest airports certified for carrier operations include Long Beach Airport (8-miles), Los Angeles International Airport (13 miles), and Los Alamitos Airfield (15 miles). The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not expose persons to noise development will not be exposed to excessive aircraft noise from operations at any private airport in the area. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential private airport noise exposure impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Noise impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with short-term noise to a level of Less than Significant Impact.

Mitigation Measure 20 (Noise). Prior to the issuance of grading permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall demonstrate, to the satisfaction of the City of Compton, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible; During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site as far away from vibration-sensitive sites as possible; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Mitigation Measure 21 (Noise). During earthwork and grading activities for the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall perform vibration monitoring when trenching, shoring, or heavy equipment activities take place within 25 feet of a habitable structure. Independent monitoring should be performed to check compliance in particularly sensitive areas. The vibration monitoring shall confirm that the peak particle velocity is 0.50 inch/second or less. Should vibration levels exceed this threshold, the contractors shall modify and/or reschedule their construction activities.

Mitigation Measure 22 (Noise). For the proposed projects identified by the 2010 Tax Allocation Bonds, mechanical equipment shall be placed as far as practicable from sensitive receptors. Additionally, the following shall be considered prior to heating, ventilation, and air conditioning unit installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.10 PUBLIC SERVICES IMPACTS. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:*

a) Fire protection services?		X		
b) Police protection services?		X		
c) School services?		X		
d) Library facilities?				X
e) Other governmental services?		X		

Public Services: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to school services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to library services; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in

order to maintain acceptable service ratios, response times, or other performance objectives relative to other government services.

Environmental Setting

The City of Compton provides law enforcement services through its Municipal Law Enforcement Services Department and a contract with the Los Angeles County Sheriff's Department. The Compton Station of the Los Angeles County Sheriff's Department has a dedicated staff of 200. Eighty-nine sworn officers patrol an area of 10 square miles. Six service area officers and one sergeant are dedicated to addressing quality of life issues. Compton Sheriff's Department is comprised of the following departments: Traffic Department, Narcotics Unit, two Gang Units (Operation Safe Streets and Gang Enforcement Team), and Aerial Bureau. The station in Compton is located at 310 South Willowbrook Avenue. The sheriff's department receives supplemental Law Enforcement and Local Law Enforcement Grant funds that are used to address quality of life issues. These grant funds enable the department to provide the City with a dedicated Party Car that is used expressly for the purpose of patrolling and addressing noise issues caused by loud parties. The funds also finance the department's Nuisance Impact Community Enhancement (NICE) Program. Other services provided by the sheriff's department include: DUI Checkpoints, Directed Traffic Patrol, Traffic Safety Fairs, Youth Referral Program, Youth Athletic League, and Explorer Program. Compton's Municipal Law Enforcement Services Department oversees City security, parking enforcement, and code enforcement. Municipal Law Enforcement officers patrol City parks, shopping centers and assist the Compton Sheriff's Department as needed. The Code Enforcement Division is responsible for aggressively enforcing the City's codes and ordinances and pursuing the elimination of slum and blight conditions in the residential, commercial, and industrial areas of the City. The department is also responsible for ensuring citizen compliance with codes affecting zoning, property maintenance, and weed, debris, and vehicle violations.

The Compton Fire Department was first established in 1909, with a small force of volunteer firefighters. In 1929, the department converted to professional status, hiring its first paid fire chief and paid firefighters. The Compton Fire Department has four stations serving the City. The City's fire services include ten front-line vehicles: four front-line engines, one ladder truck, one air/light unit, two paramedic ambulances and two basic life support transport units. The Fire Department has 85 employees, including 80 sworn and five (5) civilian employees. Additionally, it employs the services of 12 full-time and several part-time contract emergency medical technicians.

The City is located within the service area of the Compton Unified School District (CUSD). The District has a K-12 enrollment of 32,512 students. CUSD encompasses 24 elementary schools, 8 middle schools, 3 comprehensive high schools, and 4 alternative high schools.

The Compton Library is operated as a branch of the County of Los Angeles Library. The library is a 20,000 square foot facility located in the Compton Civic Center, (240 W Compton Boulevard). The Compton Library opened in June of 1913 and was the eleventh branch of the County library system. The library was originally located in a storefront building near Main and Tamarind Streets before moving to Compton Union High School. In 1925 the library moved to City Hall Park at 123 W. Almond Street, where it remained until 1974 when it moved to its current location. The Compton Library currently has over 104,000 books and magazines, and 13,000 audiovisual materials, including videos, DVD's, cassettes and CD's. Specialty collections include 16mm films on African American history and the Multicultural Collection highlighting African American, Latino and Samoan cultures. The Compton Library offers adult, children's and Spanish language materials, reference service, and a public multipurpose room. Programs within the library include the Literary Center and the Homework Center. The Literacy Center's special services include literacy tutoring, English as a Second Language (ESL) group instruction, and self-help instruction in audio-visual and computer-based training. The Homework

Center has six computer workstations with Internet access, word processing capability, and various games for young children.

Environmental Impacts

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: fire protection services?*
Potentially Significant Unless Mitigated.

The City of Compton Fire Department provides fire protection services in the City of Compton. The headquarters, Station 1 is located at 201 South Acacia Avenue, Station 2 is located at 1323 East Palm Street, Station 3 is located at 1133 West Rosecrans Avenue, and Station 4 is located at 950 West Walnut Street. Resources from the additional stations, as well as others operated by the Los Angeles County Fire Department, would be made available if needed. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review including the final site plan, elevations, building floor plans, and site circulation to be reviewed by the City of Compton Fire Department to ensure that it conforms to their operational requirements, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Police protection?* **Potentially Significant Unless Mitigated.**

The Los Angeles County Sheriff's Department, under contract with the City of Compton, provides law enforcement services in the City. The Los Angeles County Sheriff's Department has mutual aid agreements with all Los Angeles County law enforcement agencies for assistance. Mutual aid can be requested from one or all agencies if an emergency requires a major response. Typical calls for service in the area involve family disturbance situations, thefts, and burglaries. The projects to be implemented by the proposed 2010 Tax Allocation Bonds could place additional demands on law enforcement services due to the nature of the projects. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review by the Municipal Law Enforcement Services Department to ensure that it conforms to their operational requirements, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: School services? **Potentially Significant Unless Mitigated.***

The project sites included for the implemented by the proposed 2010 Tax Allocation Funds are located within the service area of the Compton Unified School District. As such, the projects to be implemented by the proposed 2010 Tax Allocation Funds will be required to pay the mandatory school district development fees. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- D. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Library facilities? **No Impact.***

The main library located at the Civic Center at 240 West Compton Boulevard. No significant adverse impacts are anticipated by the implementation of the proposed 2010 Tax Allocation Bonds.

- E. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas: Other governmental services? **Potentially Significant Unless Mitigated.***

The project sites included for the implemented by the proposed 2010 Tax Allocation Funds are located within the service area of the Compton Parks and Recreation Department. As such, the projects to be implemented by the proposed 2010 Tax Allocation Funds will be required to pay the mandatory in lieu park impact mitigation fees. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Public Services impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated with public services to a level of Less than Significant Impact.

Mitigation Measure 23 (Public Services - Fire Protection). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the final site plan, elevations, building floor plans, and site circulation shall be reviewed and approved by the City's Fire Department to ensure conformity to their fire prevention and operational requirements.

Mitigation Measure 24 (Public Services - Law Enforcement). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, the final site plan, elevations, building floor plans, and site circulation shall be reviewed and approved by the Los Angeles County Sheriff's Department to ensure conformity to their crime prevention measures and operational requirements.

Mitigation Measure 25 (Public Services - Schools). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, evidence shall be submitted to the City of Compton that legally required school impact mitigation fees have been paid per the mitigation established with the Compton Unified School District.

Mitigation Measure 26 (Public Services - Parks). Prior to the issuance of building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, evidence shall be submitted to the City of Compton that legally required in lieu park impact mitigation fees have been paid per the mitigation established with the City of Compton.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.11 UTILITIES IMPACTS. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X		
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?		X		
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?			X	
i) Result in a need for new systems, or substantial alterations in communication systems?			X	

Utilities: Thresholds of Significance

According to the City of Compton, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;

- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

Environmental Setting

The City of Compton Municipal Water Department (CMWD) provides water delivery to customers in Compton. Compton's water supply has consistently met or exceeded the State's standards for potable water. The City has eight water wells with a pumping capacity of 14.4 million gallons per day. There are four reservoir tanks with a combined storage capacity of 12.8 million gallons. The CMWD owns and maintains approximately 163 miles of water lines ranging in size (diameters) from 4-inches to 24 inches. The CMWD is currently planning for the installation of two new wells and three new reservoir tanks with a combined capacity approximately 7.5 million gallons.

Groundwater for the City of Compton is pumped from the Central Groundwater Basin. This basin consists of 9 aquifers containing approximately 20 million acre-feet of water. In order to prevent over pumping, the courts have limited pumping in the Central Basin to 217,367 acre feet per year. The City of Compton has the right to pump 5,723 acre-feet per year. Additional groundwater must be obtained through leasing or buying other entities rights to groundwater in Central Basin.

During 2003-2004, the City of Compton pumped 6,852.73 acre-feet from the aquifer. The City leased water rights from California Water Service Company and Angeles Abbey Memorial Park to obtain additional acre-feet over their limit of 5,723. In addition, 3,205 acre-feet was imported from the State Water Project and Colorado River. The City of Compton does not participate in a recycled water reclamation program at this time.

An agreement between the City of Compton and the Metropolitan Water District of Southern California signed in February 2005 should provide drought protection to the region and water reliability. \$2.42 million in State Proposition 13 funds will be used to upgrade the Compton Municipal Water Department's pipelines and wells. The Metropolitan Water District will pump 2,289 acre-feet of water into the local groundwater aquifer to be stored and used by the City of Compton. The arrangement will reduce demands on the Metropolitan Water District and upgrade the city's infrastructure. This improvement project is underway. The City has the pumping and importing capabilities to serve undeveloped areas within its boundaries, however additional system improvements would be required in order to provide service. The system needs upgrades or replacements for water mains, wells, storage facilities, building structures, and a construction yard.

The eastern half of the City of Compton was previously located within the Los Angeles River 100-year floodplain. The Los Angeles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River, the Rio Hondo just to the east of Compton and the lower portion of Compton Creek. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection

for Compton residents in the eastern and southern part of the City. Since the completion of the preventative measures, Compton property owners in the floodplain are no longer required to purchase flood insurance.

Flood Control and Flood Management in the City of Compton is a combined effort of the US Army Corp of Engineers, the California Department of Water Resources Division of Flood Management, the Federal Emergency Management Agency and local infrastructure. The infrastructure for flood control of the Los Angeles River system includes five major flood control reservoirs operated and maintained by the US Army Corp of Engineers and 15 dams, 143 sediment entrapment basins and 29 spreading grounds operated and maintained by the Los Angeles Department of Public Works (LADPW). The LADPW also maintains 470 miles of open flood control channels, 2,400 miles of underground storm drains and 70,000 street drains. The open flood channels range in size from 2 to 600 feet in width and from 2 to 40 feet in depth.

The County Sanitation Districts maintain and operate the sewer system in the City of Compton. The City is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works.

The Sanitation Districts of Los Angeles County operates ten water reclamation plants (WRPs) and one ocean discharge facility (Joint Water Pollution Control Plant), which treat approximately 520 million gallons of waste water each day. 190 million gallons a day are available for reuse.

The City of Compton is in Districts 1, 2 and 8 of the Sanitation Districts of Los Angeles County. The closest plant to Compton is the Joint Water Pollution Control Plant located in the City of Carson. This wastewater treatment plant provides treatment for 350 million gallons of wastewater per day serving a population of approximately 3 1/2 million people. Treated wastewater is disinfected with chlorine and sent to the Pacific Ocean.

The City of Compton participates, with other communities, in the Century and Rio Hondo Water Reclamation Projects which delivers 22,000 acre-feet of reclaimed water per year to the Los Angeles Central Basin. This project utilizes pump stations from the two largest Sanitation Districts' Water Reclamation Plants: San Jose Creek WRP in Whittier and Los Coyotes WPR in Cerritos and recharges basin groundwater.

The Solid Waste Management Department of the Sanitation Districts of Los Angeles County operates three county landfills: Calabasas, Puente Hills and Scholl Canyon. In addition, the department operates three regional Materials Recovery and Transfer stations and a recycling center.

The Puente Hills landfill at 2800 South Workman Mill Road, Whittier, is the closest open landfill to the City of Compton. The Puente Hills Landfill is open Monday through Saturday 6:00am – 5:00pm.

The County solid waste department runs Gas-to-Energy programs at several landfills. These programs collect natural gas created through solid waste decomposition and use it for electric power generation. Puente Hills is the leading landfill in this program.

The State Legislature determined that the amount of solid waste generated in California, coupled with diminishing landfill space, has created a need for local agencies to enact and implement aggressive integrated waste management programs. Through enactment of the California Integrated Waste Management Act of 1989 (AB 939), the State has directed public agencies to divert 50 percent of all solid waste from disposal based on the levels of solid waste generated in 1990, subject to adjustments for certain demographic and economic factors, through source reduction, recycling, and composting of

solid waste.

The Commerce Refuse-To-Energy facility in the City of Commerce accepts non-hazardous municipal solid waste and produces clean energy (electricity) by burning trash. The rate for refuse is \$47.00 per ton and \$23.00 per ton for wood or textiles. Refuse-To-Energy is an integral part of the County's program to help communities fulfill the 50% diversion requirement.

The Compton Recycling and Transfer Station is operated by BFI Waste Systems of North America, Inc. under a permit (permit number 19-AA-0048) granted by the State of California Integrated Waste Management Board. The facility is currently operating at 2509 West Rosecrans Avenue, in the northwestern portion of the City of Compton. The facility is located within a 3-acre site located on the north side of Rosecrans Avenue, just west of Central Avenue.

The facility is currently permitted to operate as a waste recycling and transfer station. This permit allows for solid waste collected in the service area to be sorted on-site. The sorting process involves the removal of recyclable solid waste (glass, cardboard, paper, plastics, etc.) from the waste stream for resale to processors. The remaining waste is then sent to local landfills for disposal. Currently, the facility is operating as a waste transfer station only. The maximum permitted capacity is 2,160 tons per day. The maximum permitted throughput is 1,500 tons per day. The BFI facility currently assists the City in meeting the solid waste diversion requirements called for by AB 939. Currently, the City is in compliance with all applicable waste diversion protocols.

The main supplier of electricity for the City of Compton is Southern California Edison (SCE). SCE is the primary electricity supply company for much of Southern California, serving 11 million people.

The Southern California Gas Company (Gas Company) provides natural gas to the City of Compton. Based in Los Angeles, the Gas Company is the chief provider of natural gas to the Southern California region. Their service area consists of approximately 23,000 square miles across the south western region of California.

Cable television service is provided by ComCast, in which its customer service office can be reached at (310) 550-7300. ComCast also provides "Cable in the Classroom", a free educational programming service available to area schools. More information can be found on Cable in the Classroom opportunities for parents, educators and current programming at <http://www.ciconline.com/default.htm>.

Environmental Impacts

- A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* **Potentially Significant Unless Mitigated.**

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are covered over with impervious surfaces. These impervious surfaces could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. These pollutants may enter the storm drain system during periods of rainfall. The project to be implemented by the proposed 2010 Tax Allocation Bonds will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. Given the character of the project sites' surfaces, there is not likely to be a significant net increase in the amount of storm water runoff. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential contaminants that may

impact storm water run-off to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? **Potentially Significant Unless Mitigated.***

The County Sanitation Districts maintain and operate the sewer system in the City of Compton. The project sites included as part of the implementation by the proposed 2010 Tax Allocation Bonds are served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The projects to be implemented by the proposed 2010 Tax Allocation Bonds are not anticipated to generate additional effluent on a daily basis. Thus, the current and future effluent may be accommodated by the remaining capacity within the existing sewer lines. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2009 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Potentially Significant Unless Mitigated.***

Storm drainage in the City is provided by catch basins and storm drains located within the vicinity of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds, as well as their immediate area. These lines connect to the drainage pipes maintained by the Los Angeles County Department of Public Works. Following the development of the projects to be implemented by the proposed 2010 Tax Allocation Bonds, there will likely be an increase in the amount of impervious surfaces. Therefore, it is anticipated that additional off-site flood control infrastructure will be required to accommodate those improvements that will be constructed as part of the proposed 2010 Tax Allocation Bonds. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Potentially Significant Unless Mitigated.***

The majority of the City and the Compton Redevelopment Project Area are served by the Compton Municipal Water Company, which derives its supply from local groundwater wells and imported water through the Metropolitan Water District. The projects to be implemented by the proposed 2010 Tax Allocation Bonds will require water and this potential consumption will be analyzed in relation to the available water supplies and the existing infrastructure related to water delivery. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- E. *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Potentially Significant Unless Mitigated.***

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential wastewater infrastructure impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- F. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Potentially Significant Unless Mitigated.***

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds, like all other development in the City of Compton, are required to adhere to City and County ordinances related to waste reduction and recycling. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- G. *Will the project comply with federal, state, and local statutes and regulations related to solid waste? **Potentially Significant Unless Mitigated.***

The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds, like all other development in City of Compton, are required to adhere to City and County ordinances related to solid waste discharge. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- H. *Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? **Less Than Significant Impact.***

SCE and SCG provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the projects to be implemented by the proposed 2010 Tax Allocation Bonds. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

*I. Would the project result in a need for new systems, or substantial alterations in communications systems? **Less Than Significant Impact.***

The existing telephone line and cable communications lines will be utilized to provide service to the projects to be implemented by the proposed 2010 Tax Allocation Bonds. As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the proposed 2010 Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Utilities and Service Systems impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts to a level of Less than Significant Impact.

Mitigation Measure 27 (Utilities and Service Systems). Prior to the issuance of grading or building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, an Infrastructure Analysis, including a Hydrology and Hydraulics Report, evaluating the water lines, storm water drainage facilities and sewer lines along with the corresponding improvements, if any, shall be submitted to the City of Compton for review and approval.

Mitigation Measure 28 (Utilities and Service Systems). Prior to issuance of connection permits for the proposed projects identified by the 2010 Tax Allocation Bonds, all applicable fees required by the County Sanitation Districts of Los Angeles County and the City of Compton shall be paid.

Mitigation Measure 29 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall use of the City's franchised trash hauler for all construction and demolition recycling and disposal in order to reduce construction-generated waste that is disposed of at landfills according to State law by at least 50 percent. The construction contractor may file specific forms to handle the recycling, and would be required to pay the appropriate fees to guarantee compliance with AB 939. The construction contractor shall prepare a Construction Waste Management Plan explaining the practices that shall be used to achieve this level of reduction.

Mitigation Measure 30 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Compton. Prior to the issuance of building permits, a Source Reduction Program shall be prepared and submitted for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.

Mitigation Measure 31 (Utilities and Service Systems). For the proposed projects identified by the 2010 Tax Allocation Bonds, the construction contractor shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.12 AESTHETIC IMPACTS. <i>Would the project:</i>				
a) Affect a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	

Aesthetics: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,
- A new source of substantial light and glare that would adversely affect day or nighttime views in the area.

Environmental Impacts

A. *Would the project affect a scenic vista?* **No Impact.**

No scenic highways or corridors are located within the Compton Redevelopment Project Area or in the vicinity of the project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds. Therefore, the proposed project will not obstruct any significant views or view-sheds in the area.

B. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **No Impact.**

No historically significant features or natural views are located within the Compton Redevelopment Project Area that would be affected by the projects to be implemented by the proposed 2010 Tax Allocation Bonds.

- C. *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?* **Less Than Significant Impact.**

The major sources of lighting in the vicinity of the project site include streetlights, headlight glare from vehicles, and interior building lighting. The following mitigation is required as a means to reduce the proposed project's potential light and glare impacts:

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Aesthetic impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated aesthetics to a level of Less than Significant Impact.

Mitigation Measure 32 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, construction equipment staging areas shall be appropriately screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging location shall be indicated on project grading plans.

Mitigation Measure 33 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all construction-related lighting shall be located and aimed away from adjacent public right-of-ways and private properties and shall consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted for review concurrently with the grading permit applications.

Mitigation Measure 34 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all exterior building lighting, security lighting and parking area lighting shall be designed and located as to avoid intrusive effects on adjacent properties. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible, subject to approval by the City of Compton. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses.

Mitigation Measure 35 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, structures shall use minimally reflective glass and all other materials used on exterior buildings, and structures shall be selected with attention to minimizing reflective glare.

Mitigation Measure 36 (Aesthetics). For the proposed projects identified by the 2010 Tax Allocation Bonds, all wall surfaces shall be maintained free of graffiti at all times.

Table 1 Summary (Initial Study Checklist)				
Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact

3.13 CULTURAL RESOURCES IMPACTS. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				×
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				×
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				×
d) Disturb any human remains, including those interred outside of formal cemeteries?				×
e) Have the potential to cause a physical change that would affect unique ethnic cultural values?				×
f) Restrict existing religious or sacred uses within the potential impact area?				×

Cultural Resources: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The direct or indirect destruction of a unique paleontological resource, site, or unique geologic feature;
- The disturbance of any human remains, including those interred outside of formal cemeteries;
- A physical change that would affect unique ethnic cultural values; or,
- The restriction of an existing religious or sacred uses within the potential impact area.

Environmental Setting

Compton is one of the oldest communities in Los Angeles County dating back to 1784, when it was once a part of Rancho San Pedro. One of Compton's first homes, the Heritage House was built in 1869 and is a State Historic Landmark. The oldest house in Compton, it was restored as a tribute to early settlers and was relocated to the Civic Center.

Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California, and the Angeles Abbey Mausoleum, which serves as the final resting place for many of Compton's earliest notable public figures. The Dominguez Rancho Adobe Seminary is located just south of the City, is 170 years old and is currently utilized as a museum for the public that educates visitors on early settlement life in California.

The City of Compton lies within the original boundaries of the Rancho San Pedro, granted to the Dominguez family. In 1866, Francis Temple and Fielding Gibson purchased a tract of land north of the Dominguez homestead. This land, known as the Temple and Gibson Tract, was subdivided and lots were purchased by Harmon Higgins in 1866 and a group of pioneers led by G.D. Compton in 1867.

Environmental Impacts

- A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines?* **No Impact.**

A review of the National Register Information System identified a single notable site in the City of Compton. The site is referred to as the Domiguez Ranch Adobe and is located at 18127 South Alameda Street.¹¹ The adobe was headquarters to a rancho that included portions of Compton. The adobe is listed as a California Landmark (No. 152). A second historically significant site is designated California Historical Landmark (No. 664) and is referred to as the "Heritage House." This house was originally constructed in 1869 by A. R. Loomis and is generally considered to be the oldest house in the City. The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not impact either site. As a result, no impacts on historically significant resources will result.

- B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines?* **No Impact.**

The 4,438-acre Rancho Tajauta land grant was located between Watts and Lynwood. The land was granted to Anastasio Avila in 1843 and archaeological research has suggested that Tajauta was a Gabrielino place name. The project sites included as part of the implementation of the proposed 2010 Tax Allocation Bonds are not known to be historically or culturally significant to any group or individuals. Archaeological or historical resources are not expected to be found on-site. As a result, the project will not impact any known or suspected culturally significant sites.

¹¹ The adobe is actually located in the City of Carson though the National Register lists the site as being in Compton.

- C. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **No Impact.**

The potential for paleontological resources in the area is considered low due to the extensive alluvial deposition that has occurred in the area. Furthermore, no paleontological resources have been uncovered in the area. Thus, the proposed project is not expected to disturb any paleontological resources on-site.

- D. *Would the project disturb any human remains, including those interred outside of formal cemeteries?* **No Impact.**

There are no cemeteries located in the immediate area that would be affected by the proposed project. Lincoln Memorial Park is located on Central Avenue and the Angeles Mausoleum is located on Compton Boulevard several miles to the east of the project site. In addition, the project sites included as part of the implementation by the proposed 2010 Tax Allocation Bonds do not contain any sacred structures (the site is presently vacant). It is unlikely that human remains would be encountered during grading and excavation for the developments being proposed. As a result, the proposed project will not impact any cemeteries.

- E. *Would the project have the potential to cause a physical change that would affect unique ethnic cultural values?* **No Impact.**

The project sites included as part of the implementation by the proposed 2010 Tax Allocation Bonds do not represent any known historic or cultural significance to any ethnic or cultural group. No impact on ethnic cultural values is expected with the construction and operation of the proposed project.

- F. *Would the project restrict existing religious or sacred uses within the potential impact area?* **No Impact.**

The project sites included as part of the implementation by the proposed 2010 Tax Allocation Bonds do not contain any sacred structure.¹² There are no churches that will be displaced or demolished as part of the proposed project's implementation. As a result, no significant adverse impacts are anticipated.

Mitigation Measures

The analysis determined that the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not result in any significant adverse impacts related to cultural resources. As a result, no mitigation is required.

¹² Municipal Resource Center *Site Survey*. 2009

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3.14 RECREATION IMPACTS. *Would the project:*

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				×
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				×

Recreation: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Environmental Setting

The City of Compton Parks and Recreation Department maintains 13 local parks that encompass 60 acres of parkland. The Department also oversees activities at these parks as well as the Compton Par 3 Golf Course, Dollarhide Recreation Center, and recreational trails. The Department also utilizes playgrounds at local schools for residents' recreational purposes through joint-use agreements. The County of Los Angeles also maintains the following parks within the City limits of Compton: Roy Campanella Park; East Rancho Dominguez Park; and Mona Park. Though many of the regional parks share similar amenities, Roy Campanella Park is the one park near Compton that offers football and soccer fields.

The National Recreation and Parks Association recommend 5 acres per 1,000 residents. However, the Quimby Ordinance enables cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given the City's current population of nearly 100,000 residents, a total of 500 acres of parkland would be required to meet the NRPA's standard of 5 acres of parkland for every 1,000 residents. A total of 300 acres of parkland would be needed to meet the 3 acres of open space for every 1,000 residents. Though Compton does not have much buildable land for potential parks, the city is looking at other alternatives such as revitalizing existing vacant or abandoned lots. One such plan is to turn the numerous vacant lots along the Compton Creek into small parks, bicycle paths, and scenic open space.

Environmental Impacts

- A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* **No Impact.**

There are no parks or recreation facilities that would be affected by the projects to be implemented by the proposed 2010 Tax Allocation Bonds. As a result, no impacts related to the demand on local parks and recreation facilities will occur as part of the proposed project's implementation.

- B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?* **No Impact**

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not affect existing park facilities in the City. As a result, no impact on local parks and recreation facilities will result from the proposed project's implementation.

Mitigation Measures

The analysis determined that the projects to be implemented by the proposed 2010 Tax Allocation Bonds will not result in any significant adverse impacts related to recreation facilities. As a result, no mitigation is required.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3.15 TRANSPORTATION AND CIRCULATION IMPACTS. *Would the project:*

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		×		
b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?		×		
c) Substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		×		
d) Result in inadequate emergency access?				×
e) Result in inadequate parking capacity?				×
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				×
g) Result in waterborne or air traffic impacts?				×
h) Result in hazards or barriers for pedestrians or bicyclists?				×

Transportation and Circulation: Thresholds of Significance

According to the City of Compton, acting as lead agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections);
- An increase in the level of service standard established by the County Congestion Management Agency for designated roads or highways;
- An increase in hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access;

- Inadequate parking capacity;
- A conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks);
- Waterborne or air traffic impacts; or,
- Hazards or barriers for pedestrians or bicyclists.

Environmental Setting

A variety of agencies are responsible for the circulation infrastructure of streets, freeways, rail, and bus. Arterials and local streets in Compton are generally under the jurisdiction of the City of Compton. Regional transportation planning is coordinated by the Southern California Association Governments (SCAG). The resulting regional strategy is comprised of the following elements:

- The Regional Transportation Plan (RTP). SCAG's RTP establishes overall long term mobility policies for the movement of people and goods, including congestion relief strategies for all regionally significant facilities and activities.
- The Los Angeles County Congestion Management Program (CMP's). The City of Compton is included in the Los Angeles County Congestion Management Plan (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds. The intersection of Alameda Street, at Compton Boulevard, and the SR-91 east-bound highway ramps located in the City of Compton are also CMP-designated facilities in the City.
- The Regional Transportation Improvement Program (RTIP). The RTIP defines congestion relief projects and programs and is updated every two years. The RTIP must include all federally funded projects and CMP projects that will need federal or state funds. The RTIP must also be consistent with the Regional Transportation Plan.

Freeways and freeway facilities are under the jurisdiction of the California Department of Transportation (Cal-trans). Cal-trans is primarily responsible for the planning, design, construction, maintenance, and operation of the State's highway system. The City is located within Cal-trans District 7 which includes Los Angeles and Ventura Counties.

There is a major planning initiative for the improvement of the I-710 Freeway. The I-710 Major Corridor Study (MCS) analyzed congestion and mobility along the corridor in order to develop transportation solutions to preserve and enhance the quality of life of surrounding neighborhoods and communities. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency for the MCS. The I-170 Corridor Project will study 18 miles of the I-710 Freeway including the portion adjacent to the City of Compton. This phase, expected to be completed in 2011, will explore possible improvements to the I-710 corridor, along with the impact of these changes to the environment and surrounding communities.

Oversight of the rail lines and rail crossings is the responsibility of the California State Public Utilities Commission (PUC) as well as the Federal government. Two railways traverse the City in a north-south direction, the Metro Blue Line passenger railroad along Willowbrook Avenue and the Alameda Corridor freight rail expressway, which utilizes the Southern Pacific Transportation Company San Pedro Branch alignment along the Alameda Corridor. The Long Beach-Los Angeles passenger light rail line (Metro Blue Line) is under the authority of the Los Angeles County Metropolitan Transportation Authority (Metro). The Metro was established in February 1993 by the merger of the Southern California Rapid

Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC).

The Multi-County Goods Movement Action Plan (MCGMAP) is the master plan for goods movement in Southern California and is intended to be used as a guide in the preparation of state, regional, and local transportation plans. The objectives of the MCGMAP are to develop strategies that: 1) address the goods movement infrastructure capacity needs of the region; 2) reduce goods movement emissions to help achieve air quality goals; and 3) improve the quality of life and community livability for Southern California residents. The Plan is regional in scope, so that the analyses of potential strategies and investments are at a corridor rather than a local or project-specific level. The Goods Movement Action Plan for Los Angeles County outlines key goods movement issues and challenges that impact Los Angeles County.

To assist in the understanding of the City's system of roadways, a roadway classification system has been developed according to a hierarchy that indicates the optimal configuration of a particular street. This classification system considers the roadway's desirable width, the number of travel lanes, and its function. The classification system provides a logical framework for the design and operation of those roadways that serve Compton. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. The various roadway classifications are described below.

- **Major Highway.** Major arterial roadways typically consist of four to six travel lanes with two to three lanes travel in each direction separated by either a raised or painted median. These roadways are designed to carry high volumes of traffic and typically provide the necessary links to the regional freeway system. These roadways also serve the major developments in the City that generate higher traffic volumes. For example, these roadways typically serve larger commercial developments, employment generating uses, and educational facilities.
- **Secondary Highway:** Secondary Highways typically consist of four travel lanes with two lanes in each direction that is either undivided or separated by a painted median. These roadways are designed to also accommodate relatively high volumes of traffic providing connections to other streets within the City.
- **Residential Collector Street.** This category of Collector Street is designed to move traffic from and to the residential neighborhoods in the City. This category of roadway may include between two and four travel lanes. The primary function of this type of roadway is to discourage through traffic within the individual residential neighborhoods.
- **Industrial Collector Street.** This type of Collector Street is designed to carry moderate to relatively high volumes of traffic between major and secondary highways and industrial areas. These roadways are specifically designed to accommodate the larger volumes of truck traffic and typically have wider lanes to accommodate large trucks.
- **Local Streets.** Local streets are designed to provide direct public access to those parcels that are not served by the aforementioned categories of roadways. Local streets typically consist of two travel lanes (one in each direction) that are undivided.

Freeways are controlled-access, high-speed roadways with grade-separated interchanges. They are intended to carry high volumes of traffic from region to region. Cal-trans is responsible for the planning, design, construction and maintenance of freeways in California. The freeway facilities that are located nearest to the City include the following:

- The Century Freeway (I-105) is an east-west freeway that connects the South Bay/LAX area to the I-605 freeway in Norwalk. This freeway is located a few miles north of Compton in the City of Lynwood. Off ramps that provide direct access to Compton, from west to east, are Central Avenue, Wilmington Avenue, and Long Beach Boulevard.
- The Artesia Freeway (SR-91) is an east-west freeway that connects the local area to north Orange

County and the Inland Empire (Riverside and San Bernardino Counties). The freeway right-of-way extends alongside Artesia Boulevard within the City of Compton. Off ramps that provide direct access to City (from west to east) are located at Central Avenue, Wilmington Avenue, Alameda Street, and Long Beach Boulevard.

- The Harbor Freeway (I-110) is a major north-south freeway that extends through the greater Los Angeles Metropolitan area. This freeway traverses the City of Los Angeles immediately west (approximately two miles) of the city limits of Compton. Off ramp locations that provide direct access to Compton (from north to south) include El Segundo Boulevard, Rosecrans Avenue, Redondo Beach Boulevard, and State Route 91.
- The Long Beach Freeway (I-710) is a north-south freeway which roughly parallels Atlantic Boulevard and the Los Angeles River from Long Beach continuing northward through Los Angeles where the freeway terminates near Alhambra. The I-710 Freeway extends along the eastern edge of the City. Freeway ramp connections that provide direct access to the City of Compton (from north to south) are located at Rosecrans Avenue, Alondra Boulevard, and the SR-91.

Major Highways within Compton extend beyond the City boundaries and continue the grid pattern commonly found in much of the Los Angeles area. Major Highways traversing Compton in an east to west orientation include (in order, from north to south) El Segundo Boulevard, Rosecrans Avenue, Alondra Boulevard, and Victoria/Apra Street. Major Highways in the City extending in a north-to-south orientation through Compton include (in order from west to east) Central Avenue, Wilmington Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, and Atlantic Avenue.

To ensure that the roadway segments and intersection are designed to accommodate existing and future traffic, some measure of performance is needed. These measures must consider how well these facilities are handling traffic. A roadway or intersection that is heavily congested is considered to have a poor level of service. A roadway or intersection where traffic moves efficiently and quickly is said to have a good level of service. A qualitative measure, Level of Service, or LOS, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes that can be accommodated by the roadway) and the existing and/or projected traffic volumes.

The City of Compton has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons:

- The cost of the necessary improvements exceeds available funding sources;
- The design of the necessary improvements is not compatible with the surrounding land uses; or,
- The design of the necessary improvements is contrary to other established City policies.

Environmental Impacts

- A. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**
Potentially Significant Unless Mitigated.

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will generate traffic. Therefore, mitigation shall include that all of the new developments to be facilitated by the Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential traffic impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- B. Would the project exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?**
Potentially Significant Unless Mitigated.

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990.¹³ The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM *weekday* peak periods. Therefore, mitigation shall include that all of the new developments to be facilitated by the Tax Allocation Bonds shall be required to complete the appropriate environmental review including the analysis that a proposed project will not add 50 or more trips during the weekday AM and PM peak hours at any of the CMP monitoring intersection locations, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- C. Would the project substantially increase hazards due to the design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?** **Potentially Significant Unless Mitigated.**

As a precautionary measure, mitigation shall include that all of the new developments to be facilitated by the Tax Allocation Bonds shall be required to complete the appropriate environmental review, pursuant to the requirements of CEQA, in order adequately assess and mitigate any potential impacts to a level of Less than Significant. As a result, through the implementation of the Mitigation Measures listed below, no adverse impacts are anticipated.

- D. Would the project result in inadequate emergency access?** **No Impact.**

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not involve the closure of any roadway. Furthermore, the projects will not impede emergency access on-site or off-site. As a result, no significant adverse impacts will result from the project's implementation.

¹³ The program is intended to address the impact of local growth on the regional transportation system. A Traffic Impact Assessment (TIA) was not required for this project.

*E. Would the project result in inadequate parking capacity? **No Impact.***

The projects to be implemented by the proposed 2010 Tax Allocation Bonds, like all other development proposals within the City of Compton, shall be required to provide adequate off-street parking pursuant to the development standards of the City's Zoning Ordinance. As a result, no mitigation is required.

*F. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? **No Impact.***

The Metropolitan Transit Authority (MTA) provides bus service on most of the adjacent arterial roadways in the City. The City of Compton also provides bus service in the City. Public transit service in the project vicinity is provided by the Los Angeles County Metropolitan Transportation Authority (MTA) and Compton Renaissance Transit. The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not impact any existing bus stops. As a result, no impacts will result.

*G. Would the project result in waterborne or air traffic impacts? **No Impact.***

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not impact either an operational airport or port facility. The Alameda Corridor, a rail freight link between the ports and the main rail yards in south-central Los Angeles, will not be affected by the proposed senior housing development. Thus, no significant adverse impacts on air, rail or waterborne transportation systems are expected with the implementation of the proposed 2009 Tax Allocation Bonds.

*H. Would the project result in hazards or barriers for pedestrians or bicyclists? **No Impact.***

The projects to be implemented by the proposed 2010 Tax Allocation Bonds will not adversely impact surrounding public roads or sidewalks. As a result, no impacts will result from the implementation of the proposed Tax Allocation Bonds.

Mitigation Measures

The approval of the proposed 2010 Tax Allocation Bonds, as a single action, will not directly result in Transportation and Circulation impacts. However, the following Mitigation Measures for the projects to be funded through the proposed 2010 Tax Allocation Bonds shall be imposed in order adequately assess and mitigate any potential environmental impacts associated transportation and circulation to a level of Less than Significant Impact.

Mitigation Measure 37 (Transportation and Circulation). As part of the land use and development review and prior to the issuance of demolition, grading or building permits for the proposed projects identified by the 2010 Tax Allocation Bonds, a Traffic Impact Study shall be submitted for review and approval by the City.

9. References

9.1 Preparer

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22541 Wakefield Drive
Mission Viejo, CA 92692
(949) 285-6295

Oliver Mujica, President

9.2 References

California Department of Finance, *Population and Housing Estimates for California Cities*, January 2008

California Division of Mines and Geology, *Seismic Hazards Mapping Program*, 1999.

California Department of Parks and Recreation, *California Historical Landmarks*, 1990.

California Office of Planning and Research, *California Environmental Quality Act and the CEQA Guidelines*, 1995.

Federal Emergency Management Agency, *Flood Insurance Rate Map*, 1998.

Southern California Association of Governments, *Population, Housing and Employment Projections*, 1991.

South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 2000.

South Coast Air Quality Management District, *Air Quality Management Plan*, 1997.

U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective*, USGS Professional Paper 1380, 1985.

9.3 Agencies Consulted

Los Angeles Airport Land Use Commission
Southwest Office
1320 West Imperial Highway
Los Angeles, CA 90044
James Knowles
(323) 820-6500

Los Angeles County Metropolitan Transportation Authority (Blue Line and Transit Buses)
One Gateway Plaza
Los Angeles, CA 90012
Susan Chapman
(213) 922-6908

Alameda Corridor Transportation Authority
One Civic Center Plaza, Suite 350
Carson, CA 90745
(310) 233-7480

Office of Historic Preservation (SHPO)
1416 9th Street, Room 1442-7
Sacramento, CA 95814
Susan Stratton
(916) 653-6624

Native American Heritage Commission
915 Capital Mall, Room 364
Sacramento, CA 95814
(916) 653-4082

California Natural Resources Agency
1416 Ninth Street, Room 1311
Sacramento, CA 95814
Heather Baugh, Assistant Legal Counsel
(916) 653-8152

Los Angeles and San Gabriel Rivers Watershed Council
700 North Alameda Street
Los Angeles, CA 90012
Ken Fredrick
(323) 221-9944

10. Summary of Exhibits

- Exhibit 1: Regional Map:
- Exhibit 2: Location of Projects;
- Exhibit 3: Compton Redevelopment Project Area;
- Exhibit 4: Overview of Land Use Constraints;
- Exhibit 5: Surface Water and Soils Resources; and
- Exhibit 6: Southern California Faults.



RESOLUTION SIGN-OFF FORM

DEPARTMENT: Community Redevelopment

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON, APPROVING MITIGATED NEGATIVE DECLARATION NO. CRA-001 AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPOSED 2009 TAX ALLOCATION BONDS TO BE ISSUED BY THE COMMUNITY REDEVELOPMENT AGENCY

<ManagersName>
DEPARTMENT MANAGER’S SIGNATURE

<ManagersDate>
DATE

REVIEW / APPROVAL

<LegalName>
CITY ATTORNEY

<LegalDate>
DATE

<ControllerName>
CITY CONTROLLER

<ControllerDate>
DATE

<CityManager>
CITY MANAGER

<CityManagerDate>
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

