

## 3.0 ENVIRONMENTAL SETTING

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This section of the EIR provides a general overview of the existing environmental setting of the Project Site and surrounding area, and background information and recent enrollment history of Compton High School (CHS). The purpose of describing and defining the environmental setting is to define the baseline physical conditions to determine the significance of the environmental impacts that would result from the proposed Project.

A listing and description of the related projects considered part of the future conditions in evaluating potential cumulative environmental impacts is also provided.

### REGIONAL LOCATION

The Project Site is located within the City of Compton (City), which is located within the southern portion of the greater Los Angeles Basin (refer to **Figure 2.0-1: Regional Location Map** in **Section 2.0: Project Description**). Surrounding communities include the Cities of Long Beach, Lakewood, and Carson to the south; city of Paramount to the east; the City of Lynwood and the unincorporated County community of Willowbrook to the north; and the Cities of Gardena and Inglewood to the west.

Regional access to the City is gained through four freeways in or near the City's boundaries: Interstate 710 (I-710), located to the east; State Route 91 (SR 91), located to the south; Interstate 105 (I-105), located to the north; and Interstate 110 (I-110), located to the west.

The Project Site is also located within the Peninsular Ranges Geomorphic Province of Southern California. This geomorphic province encompasses an area that extends approximately 125 miles from the Transverse Ranges and the Los Angeles Basin south to the Mexican border, and beyond another approximately 775 miles to the tip of Baja California.<sup>1</sup>

### PROJECT LOCATION

The Project Site lies within the City of Compton, with associated addresses of 601 S. Acacia Avenue and 301, 305, 309, 313, 317, 321, 325, 329, 333, and 339 W. Alondra Boulevard. The Project Site comprises approximately 42 acres of developed disturbed land, which includes the existing CHS campus and acquisition area, as well as the street areas dedicated for S. Oleander Avenue and W. Cocoa Street (refer to **Figure 2.0-2: Project Location Map** in **Section 2.0**).

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1 Ninyo & Moore, *Preliminary Geological and Other Hazards Evaluation, Compton High School Reconstruction* (October 31, 2017).

The Project Site is generally bound by W. Myrrh Street to the north, S. Acacia Avenue to the east, W. Alondra Boulevard to the south, and Compton Creek to the west. Additionally, the Project Site is approximately 700 feet west of the Los Angeles County Metropolitan Authority (Metro) Blue Rail Line (Metro Blue Line), which is a light-rail line running north–south between Long Beach and Downtown Los Angeles.<sup>2</sup> The Project Site is also located approximately 0.35 miles west of the Alameda Corridor freight rail, which is a rail cargo railway linking the Long Beach and Los Angeles Ports to downtown Los Angeles.<sup>3</sup>

## LAND USE AND ZONING DESIGNATIONS

The Project Site comprises the existing CHS campus and the acquisition area. The existing CHS campus is currently designated by the City’s General Plan for Public/Quasi-Public land uses; and the acquisition area is currently designated by the City for Medium Density Residential land uses, as shown in **Figure 3.0-1: Land Use Map**.

As shown in **Figure 3.0-2: Zoning Map**, the portion of the City comprised with the existing CHS campus is currently zoned High-Density Residential (RH); and the acquisition area is currently zoned Limited Commercial (CL).

## SURROUNDING LAND USES

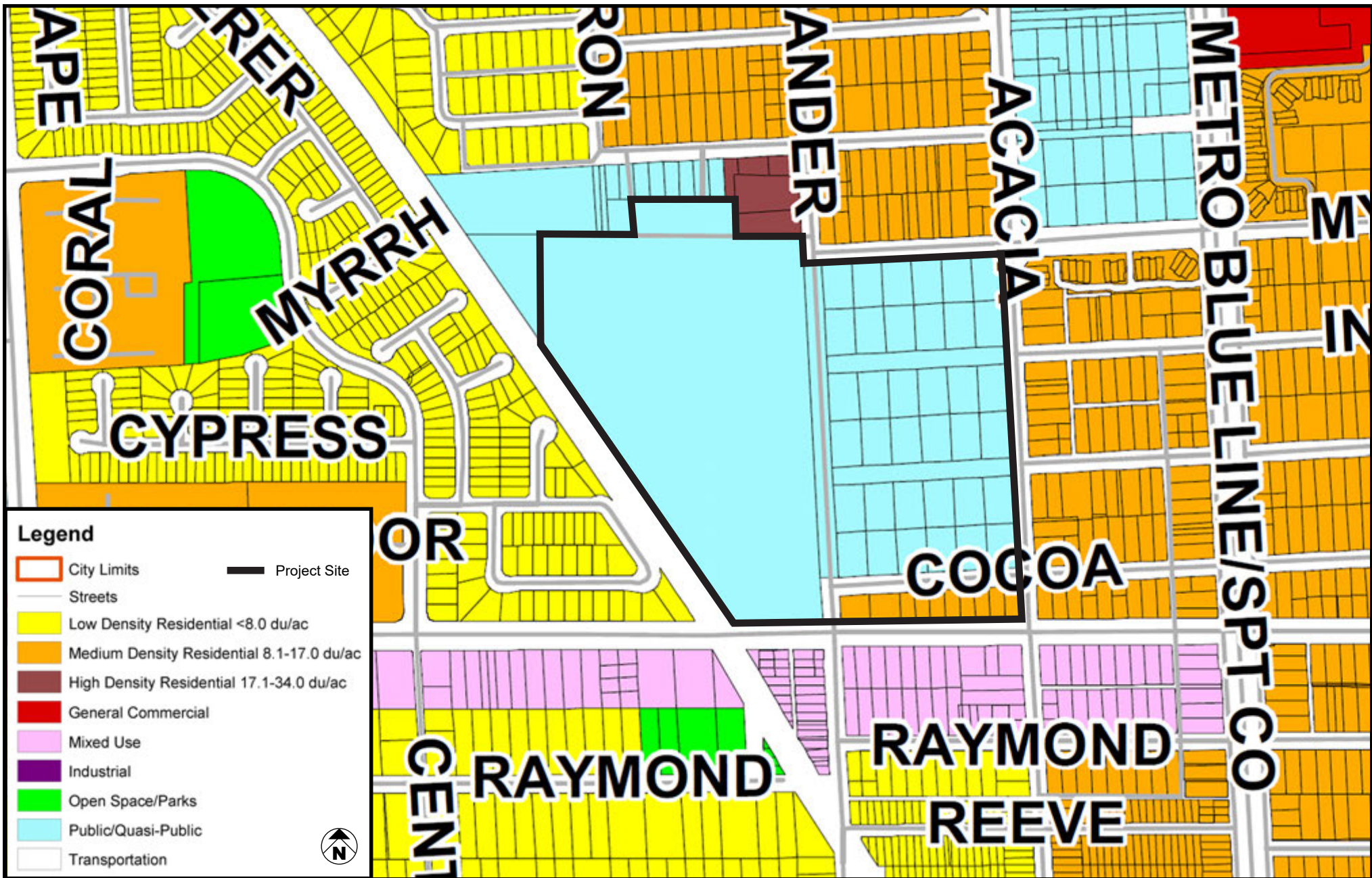
As shown in **Figure 2.0-2**, the Project Site is located along W. Alondra Boulevard, a major City corridor developed with residential, commercial, mixed-use, and public/quasi-public uses that contain buildings ranging from low- to mid-rise in height.

The Project Site is located within a highly developed area and is characterized by various school, multifamily residential, and commercial uses. Surrounding land uses to the north and east, located along W. Myrrh Street and S. Acacia Avenue respectively, consist of single- and multifamily residential uses. The District’s maintenance and storage yard facility is located directly northwest of the Project Site, adjacent to the Compton Creek. Additionally, the City of Compton City Hall and Civic Center is located just northeast of the Project Site at S. Acacia Avenue and W. Myrrh Street. As shown in **Figure 3.0-1**, these uses are currently designated by the City for Public/Quasi-Public, High-Density Residential, and Medium-Density Residential uses. As shown in **Figure 3.0-2**, these uses are currently zoned Medium Density Residential (RM), High Density Residential (RH), and Parking/High Density Residential (PRH).

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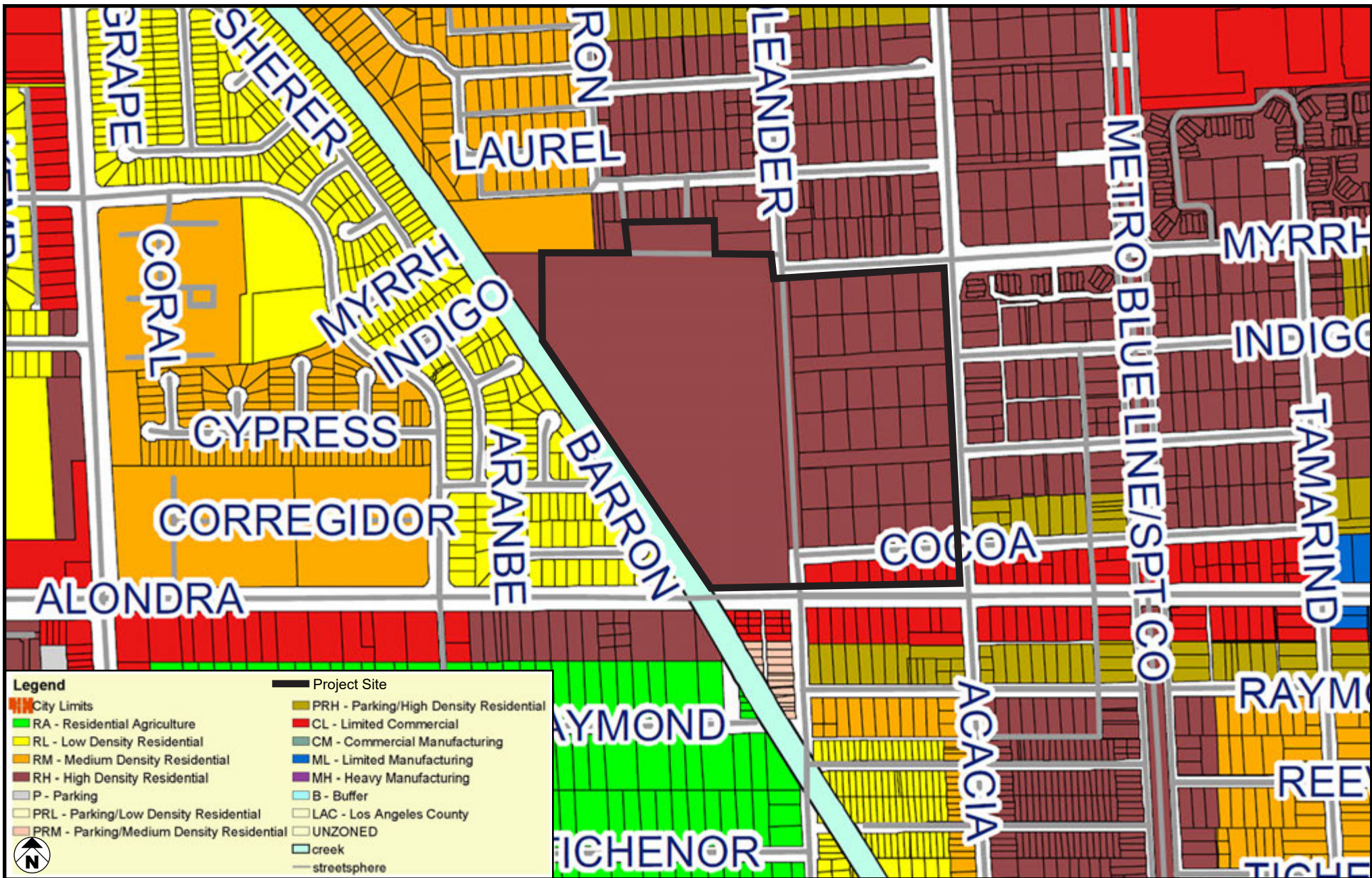
2 Los Angeles County Metropolitan Authority, “Blue Line,” accessed January 2018, [https://www.metro.net/riding/paid\\_parking/blue-line/](https://www.metro.net/riding/paid_parking/blue-line/).

3 Alameda Corridor Transportation Authority, “Alameda Corridor Fact Sheet,” accessed January 2018, [http://www.acta.org/projects/projects\\_completed\\_alameda\\_factsheet.asp](http://www.acta.org/projects/projects_completed_alameda_factsheet.asp).



SOURCE: City of Compton, General Plan Map, <http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24965>, December 2017

FIGURE 3.0-1



SOURCE: City of Compton, Zoning Map, <http://www.comptoncity.org/civicax/filebank/blobload.aspx?BlobID=26132>, December 2017

FIGURE 3.0-2

Surrounding land uses to the west of the Project Site, across the adjacent Compton Creek, include single-family residential uses. As shown in **Figure 3.0-1**, these uses are currently designated by the City for Low Density Residential uses and, as shown in **Figure 3.0-2**, are currently zoned Low Density Residential (RL).

Last, surrounding land uses to the south across W. Alondra Boulevard include a mix of commercial uses, as well as single- and multifamily residential uses. The Raymond Street Park, a City-maintained park facility, is located just southwest of the Project Site, across W. Alondra Boulevard and adjacent to Compton Creek. As shown in **Figure 3.0-1**, these uses are currently designated by the City for Mixed Use, Low Density Residential, Medium Density Residential, and Open Space/Parks uses. As shown in **Figure 3.0-2**, these uses are currently zoned Low Density Residential (RL), Medium Density Residential (RM), High Density Residential (RH), Parking/Medium Density Residential (PRM), Parking/High Density Residential (PRH), Limited Commercial (CL), and Residential Agriculture (RA).

## COMPTON HIGH SCHOOL BACKGROUND INFORMATION

The existing CHS campus was originally constructed in 1896, with various improvements and modern additions constructed over time. The existing CHS campus also consists of other District facilities located along the southwest and northern portions of the Project Site, and containing the Facilities Department, Pupil Services, the Enrollment Center, and special education classrooms.

The remainder of the Project Site consists of roadway and sidewalk improvements currently dedicated for the S. Oleander Avenue and W. Cocoa Street public right-of-way.

The Project Site is relatively flat, with an elevation of approximately 68 feet above mean sea level, with gentle sloping ground toward the southeast.<sup>4</sup> Landscaping on the Project Site is typical of an urbanized area and consists of various ornamental landscaping, including grassy areas, trees, shrubs, and other ornamental plants.

## Existing Student Capacity and Historical Enrollment

In regard to the CHS campus portion of the Project Site, students on the CHS campus are accommodated within both permanent and portable structures. The portable structures have been included on the CHS campus to respond to fluctuations in student enrollment over time. The existing student capacity of the CHS campus, including portable classrooms is 3,186 seats; the existing student capacity excluding portable classrooms is 2,754 seats. As shown in **Table 3.0-1: Historical Compton High School Student Enrollment**,

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4 Converse Consultants, *Phase I Environmental Site Assessment Report, Compton High School* (January 3, 2018).

the student enrollment between school years 1996–97 and 2016–17 ranged from a low of 1,673 students in 2016–17 to a high of 2,599 students during the 2003–04 school year.

**Table 3.0-1**  
**Historical Compton High School Student Enrollment**

School Year	Student Enrollment
2016–17	1,673
2015–16	1,783
2014–15	2,060
2013–14	2,190
2012–13	2,224
2011–12	2,310
2010–11	2,400
2009–10	2,469
2008–09	2,530
2007–08	2,501
2006–07	2,549
2005–06	2,533
2004–05	2,224
2003–04	2,599
2002–03	2,469
2001–02	2,265
2000–01	2,214
1999–2000	2,234
1998–99	1,910
1997–98	2,207
1996–97	2,112

Source: California Department of Education, Data Reporting Office,  
DataQuest, accessed December 2017,  
<https://dq.cde.ca.gov/dataquest/>.

## CUMULATIVE IMPACT ANALYSIS

In addition to Project-specific impacts, the environmental analysis contained in this EIR examines the potential environmental effects associated with cumulative development. CEQA requires that EIRs discuss cumulative impacts in addition to project-specific impacts. In accordance with CEQA, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence;

however, the discussion need not be as detailed as the discussion of environmental impacts attributable to a proposed project alone. According to Section 15355 of the State CEQA Guidelines:

*“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

Section 15130(a)(l) of the State CEQA Guidelines further states that “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.”

Section 15130(a) of the State CEQA Guidelines also requires that EIRs discuss the cumulative impacts of a project when the proposed project's incremental effect is “cumulatively considerable.” When a lead agency is examining a proposed project with an incremental effect that is not cumulatively considerable, it need not consider the effect significant but must briefly describe the basis for its conclusion. If the combined cumulative impact associated with a project's incremental effect and the effects of other projects is not significant, Section 15130(a)(2) of the State CEQA Guidelines requires a brief discussion in the EIR of why a cumulative impact is not significant and why it is not discussed in further detail. Section 15130(a)(3) of the State CEQA Guidelines requires supporting analysis in the EIR if a determination is made that a project's contribution to a significant cumulative impact is rendered less than cumulatively considerable and, therefore, is not significant. CEQA recognizes that the analysis of cumulative impacts need not be as detailed as the analysis of project-related impacts, but instead should “be guided by the standards of practicality and reasonableness” (State CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts in this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable.

To support each significance conclusion, this Draft EIR provides a cumulative impact analysis. Where Project-specific impacts have been identified that, together with the effects of other related projects, could result in cumulatively significant impacts, these potential impacts are documented.

Section 15130(b) of the State CEQA Guidelines defines consideration of either of the following two elements as necessary to provide an adequate discussion of cumulative impacts: “(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary,

those projects outside the control of the agency, or (B) a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.” In this Draft EIR, a combination of these two methods is used, depending upon the specific environmental issue area being analyzed.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative land use impact may only affect the compatibility of uses within the vicinity of the Project Site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section of this Draft EIR.

Related projects near the Project area are presented in **Table 3.0-2: Related Projects**, which includes those projects that are approved but not yet constructed, and those currently proposed and pending approval. This list of related projects describes proposed development within the City that could affect conditions in the Project area and was prepared based on data obtained from the City. **Table 3.0-2** provides information on the description, location, size, and status of these related projects. This list of related projects was used to assess cumulative conditions where appropriate (e.g. air quality and greenhouse gas emissions, noise, traffic).

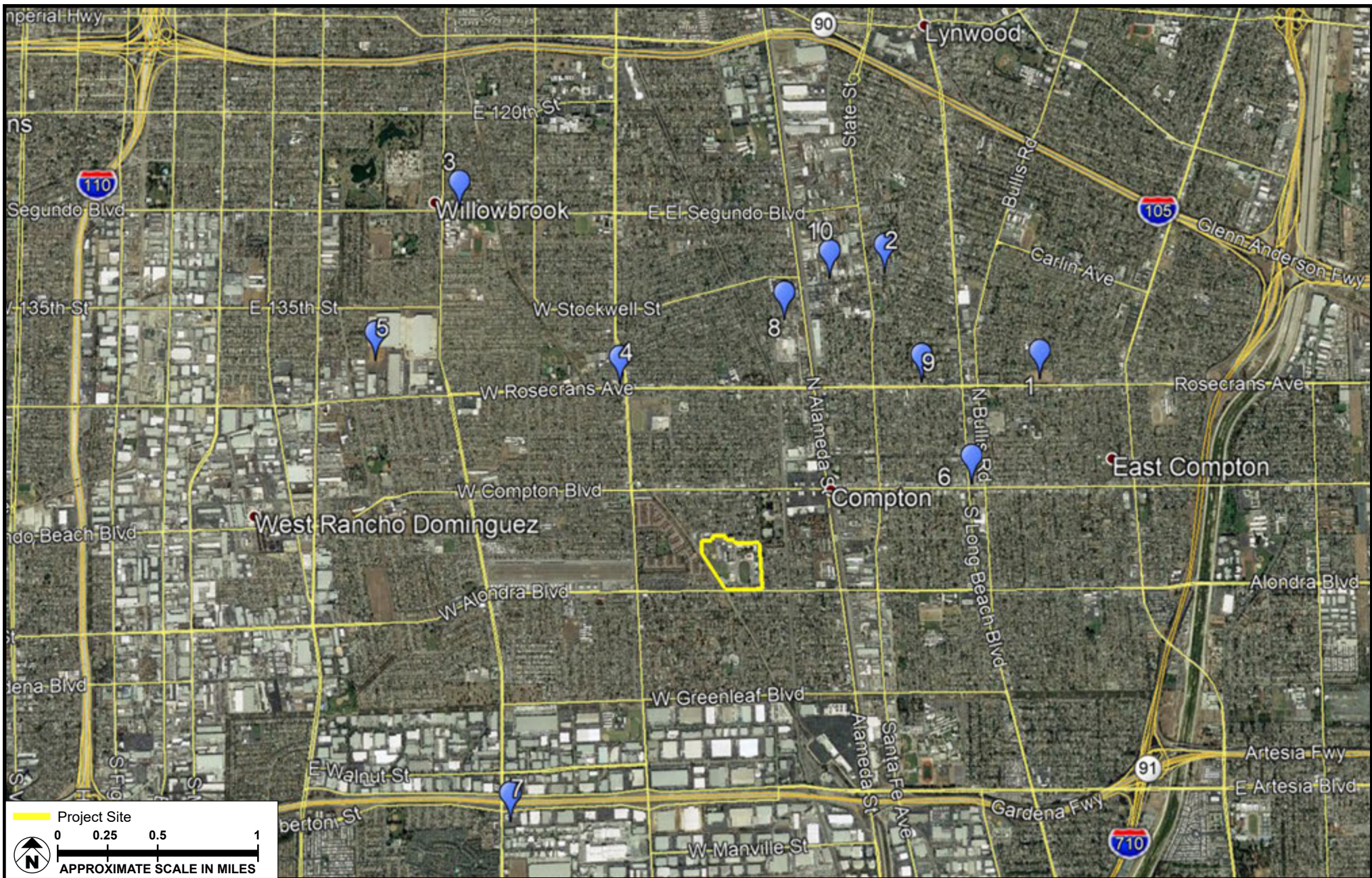
**Figure 3.0-3: Related Projects** illustrates the location of the related projects that have been identified in relation to the proposed Project based on their proximity to the Project Site.



**Table 3.0-2  
Related Projects**

<b>Map No.</b>	<b>Description</b>	<b>Location</b>	<b>Status</b>
1	62-unit detached, planned condominium development on a 4.9-acre lot	2001 E. Rosecrans Ave.	Approved
2	6 detached, residential condominiums	809 E. Pine St.	Approved
3	186,432-square-foot, 3-story, personal self-storage facility with a parking variance	1901 W. El Segundo Blvd.	Approved
4	18,000-square-foot commercial retail shopping center	809, 811, 821 W. Rosecrans Ave.	Approved
5	139,675-square-foot industrial building on a 6.7-acre lot	1420 N. McKinley Ave.	Approved
6	Demolition of an existing gas station with mini-mart and service bay, including removal of existing underground storage tanks; and the construction of a new 4-pump island gas station with convenience store. There would be no net increase in square footage on site.	106 N. Long Beach Blvd.	Approved
7	21,000-square-foot, multitenant commercial retail center with freestanding drive-thru	2200 W. Artesia Blvd.	Approved
8	Redevelopment of an existing industrial 4.37-acre site with a new 95,000-square-foot industrial building	126 E. Oris St.	Pending approval
9	4-story, 82,750-square-foot transitional housing facility, providing 81 dormitory-style rooms, daycare/recreational facilities, administrative/staff and case management offices, conference rooms, and a multipurpose room	1005–1035 E. Rosecrans Ave.	Pending approval
10	Concrete batching facility and a contractor's storage yard consisting of a 3,108-square-foot, 2-story office and maintenance building, concrete batching equipment and material storage areas, and a contractor's storage yard	427–433 E. Pine St.	Pending approval
11	Light Industrial/Warehouse	13633, 13801, 13805 Central Ave.	Pending approval
12	102,770-square-foot warehouse/distribution center	2717 W. Rosecrans Ave.	Pending approval
13	6-unit single family home development	1378 W. Compton Blvd.	Pending approval
14	8-unit residential low-income apartment development	605 N. Long Beach Blvd.	Pending approval
15	6-unit residential apartment development	2605 W. Compton Blvd.	Pending approval

Source: Jessica Larkin, Associate Planner, City of Compton, email correspondence, December 20, 2017.



SOURCE: City of Compton, Zoning Map, <http://www.comptoncity.org/civicax/filebank/blobload.aspx?BlobID=26132>, December 2017

FIGURE 3.0-3



Related Projects