

## 4.10 LAND USE AND PLANNING

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### INTRODUCTION

This section of the EIR provides evaluates the potential land use impacts on the surrounding uses as a result of the proposed Project. Specifically, this section analyzes the proposed Project's consistency with relevant land use plans, policies, and regulations as well as its compatibility with the surrounding land uses in the area. The existing land use conditions, including current uses and designations, are described, along with the methodology and framework that guided the evaluation of the Project's physical land use impacts. The consistency of the Project with applicable land use plans, policies, and regulations is then discussed, as well as any measures needed to mitigate impacts associated with inconsistency, if any, to a less than significant level.

### ENVIRONMENTAL SETTING

#### Regulatory Framework

##### *a. State*

##### **California Government Code, Section 65300, Authority for and Scope of General Plans**

State planning law<sup>1</sup> requires every city, county, or charter city in the State to adopt a comprehensive, long-term general plan for the physical development of the city and any land outside its boundaries (sphere of influence) that in the planning agency's judgment bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements, or topics, and are guided by a citywide vision. State law requires a general plan to address eight elements (land use, circulation, housing, conservation, open space, noise, safety, and environmental justice), but allows some discretion on the arrangement and content. It should be noted that as of January 1, 2018, an environmental justice element must be adopted in an agency's general plan, or environmental justice policies and goals adopted into other elements of the general plan.<sup>2</sup>

##### **California Government Code, Section 53094, Regulation of Local Agencies by Counties and Cities**

California Government Code Section 53094 authorizes the governing board of a specified school district, by a two-thirds vote of its members, to render a city or county zoning ordinance inapplicable to a proposed use of school district property except when the proposed use is for nonclassroom facilities.<sup>3</sup> The board is

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1 California Government Code (GOV), tit. 7, div. 1, ch. 3, art. 5, Authority for and Scope of General Plans (65300–65303.4).

2 GOV, tit. 7, div. 1, ch. 3, art. 5, Authority for and Scope of General Plans (65302(h)(2)).

3 GOV, tit. 5, div. 2, pt. 1, ch. 1, art. 5, Regulation of Local Agencies by Counties and Cities (53090–53097.5).

required to notify the city or county within 10 days of acting to render the city or county's zoning ordinance inapplicable to the proposed use of school district property.

### **California Education Code, Section 17251 and California Code of Regulations, Title 5, Section 14001 through 14012, School Facilities Construction**

California Education Code Section 17251<sup>4</sup> and the CCR Title 5, Section 14001 through 14012 outline the California Department of Education's (CDE) authority for approving proposed school sites and constructing school buildings. CDE must approve each site for that site to receive State acquisition funds under the School Facilities Program administered by the State Allocation Board.<sup>5</sup> According to the CDE School Site Selection and Approval Guide, some of the many factors that affect school site selection include health and safety, location, size, and surrounding land uses. The School Facilities Planning Division (SFPD) has developed screening and ranking procedures to be applied during the site selection process.<sup>6</sup>

### **California Education Code, Section 38131.b, Use of School Property**

The Civic Center Act permits public use of school facilities. School facilities available for civic center use include gyms, playing fields, stadiums, auditoriums, multipurpose rooms, cafeterias, and classrooms.<sup>7</sup> Facilities are available within designated time frames outside school hours. Organizations wishing to use a school location for a civic center use must apply for a permit from the District. Rules, regulations, and restrictions governing the use of school buildings for civic center purposes appear in detail on the permit and the application.

## ***b. Regional***

### **Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is the designated regional planning agency for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development.

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4 California Education Code (Cal. Ed. Code), tit. 1, div. 1, pt. 10.5, ch. 3, art. 1, State Department of Education: Powers and Duties [17251 - 17256].

5 California Code of Regulations, div. 1, ch. 13, subch. 1, School Facilities Construction.

6 California Department of Education, "School Site Selection and Approval Guide," accessed February 2018, <https://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp>.

7 Cal. Ed. Code, tit. 2, div. 3, pt. 23, Supplemental Services, ch. 4, art. 2. Use of School Property [38130–38139].

The 2016–2040 *Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) is an update to the 2012–2035 RTP/SCS that reflects changes in economic, policy, and demographic conditions. The goals of the 2016 RTP/SCS have remained unchanged from the goals presented in the 2012–2035 RTP/SCS. However, the development of the 2016 RTP/SCS has been influenced by (1) a surface and transportation funding and authorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law by President Obama on July 6, 2012; (2) the rapid advancement of new technologies that encourage more efficient transportation choices, such as multimodal transportation systems; and (3) the continuing emphasis on the reduction of greenhouse gas (GHG) emissions as a result of the April 29, 2015, State of California Executive Order B-30-15, which establishes a Statewide GHG reduction target of 40 percent (below 1990 levels) by 2030.

The guiding policies for the 2016 RTP/SCS are intended to focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system. Additionally, one of the strategies proposed by the 2016 RTP/SCS is to focus new growth and infill development around transit areas to promote “Complete Communities.” The development of “complete communities” would guide the development of additional housing and jobs near transit areas while protecting the viability of existing single-family areas.

### ***c. Local***

#### **City of Compton**

##### ***General Plan***

The City’s existing General Plan was adopted in December 1991.<sup>8</sup> The City’s adopted Land Use Element serves as a guide for land use and development for the City of Compton. The element establishes the overall policy direction for land use planning decisions in the City and provides location and distribution of land uses in the City. The element also identifies land use constraints that affect land use patterns, including those imposed by nature such as flooding and seismic hazards.

The City is currently updating the 1990 General Plan with the 2030 Comprehensive General Plan Update, which has not yet been adopted and is in the working draft stages.<sup>9</sup> The primary objectives of the City’s proposed 2030 Comprehensive General Plan Update are to manage future growth, improve the City’s physical appearance, and minimize potential land use conflicts as new development occurs. The proposed

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8 City of Compton, General Plan Vision 2010 (December 1991).

9 City of Compton, Draft 2030 Comprehensive General Plan Update (November 6, 2014).

Land Use Element also identifies those areas where existing land uses, and development will be maintained, as well as those areas where new infill development will be promoted.

### ***Municipal Code***

The City's Zoning Law (Chapter 30 of the Compton Municipal Code) implements the General Plan's Land Use Element and its policies.<sup>10</sup> The intent of the Zoning Law is to protect public health, safety, and the general welfare of residents and visitors in the City. The Zoning Code identifies uses permitted on each parcel of land in the City and sets forth regulations and standards for development to ensure that the policies, goals, and objectives of the General Plan are implemented. The current zoning designations on the Project Site are High-Density Residential (RH) and Limited Commercial (CL) for the existing Compton High School (CHS) campus and acquisition area, respectively.

## **Existing Conditions**

### ***a. Project Site***

#### **Existing Uses**

The Project Site comprises the approximately 42 acres consisting of the existing CHS campus and the acquisition area to the southeast of the existing CHS campus across W. Cocoa Street, as shown in **Figure 2.0-2: Project Location Map in Section 2.0: Project Description.**

The existing CHS campus, totaling approximately 40 acres in size, is identified by two parcels, Assessor's Identification Numbers (AINs) 6160-005-901 and 6161-020-900. The existing uses comprising the existing CHS campus include numerous permanent and portable classroom buildings; recreational and athletic facilities; and other administrative and student support buildings. The existing CHS campus also includes other non-CHS-affiliated District facilities located along the southwest corner and northern portions of the Project Site, consisting of the Pupil Services Center, Enrollment Center, special education classrooms, and the District Facilities Department.

In addition to the existing CHS campus and other District facilities, the Project Site includes one single-family residence, six multifamily residential buildings ranging between 3 and 6 units in size, a church, and a car wash located between W. Cocoa Street and W. Alondra Boulevard. The acquisition area, totaling approximately 2 acres in size, is identified by 10 parcels (AINs 6160-006-001, -002, -003, -004, -005, -006, -007, -008, -009, and -010).

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<sup>10</sup> City of Compton, Municipal Code, Chapter XXX, Zoning.

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. The private street S. Oleander Avenue bisects the Project Site, connecting to W. Myrrh Street on the north and W. Alondra Boulevard on the south.

The roadways surrounding the Project Site include W. Alondra Boulevard, S. Acacia Avenue, W. Cocoa Street, S. Oleander Avenue, and W. Myrrh Street. These roadways are further discussed in **Section 4.13: Transportation and Traffic**; a brief description of each of each of these named roadways and their City-designated classification are identified below.

- Alondra Boulevard is an east–west City-designated Major Highway, south of the Project Site, with two travel lanes and a bike lane in each direction.
- Acacia Avenue is a local north–south roadway bordering the east side of the Project Site. The roadway generally provides two travel lanes—one travel lane per direction—except between Myrrh Street and Compton Boulevard, where two travel lanes per direction are provided.
- Cocoa Street is a local east–west roadway that provides access to the acquisition parcels along the north. The roadway generally offers one lane in each direction of travel.
- Oleander Avenue is a local north–south roadway that provides direct access and circulation to and from the Project Site. Oleander Avenue offers one lane in each direction. The roadway is blocked by fences on the north and south sides of the CHS campus. Oleander Avenue intersects with W. Alondra Boulevard and E. Compton Boulevard near the Project Site.
- Myrrh Street is a local east–west roadway that provides direct access and circulation north of the Project Site. The roadway generally offers one lane in each direction of travel, with a double yellow line separating the two directions of travel. between Acacia Avenue and Willowbrook Avenue, the roadway provides two travel lanes per direction and is separated by a raised median.

In addition, several underground utility pipelines currently surround the Project Site. Natural gas transmission pipelines with lateral 0.5- and 1-inch connection lines to the Project Site are located parallel with W. Myrrh Street, S. Oleander Avenue, S. Acacia Avenue, and W. Alondra Boulevard. Domestic water and transmission lines are currently located parallel with S. Oleander Avenue, W. Myrrh Street, S. Acacia Avenue, and W. Alondra Boulevard. None of these utility lines are high-pressure pipelines.

There are a total of 4 kilovolt (kV) transmission power lines carrying electricity located along S. Oleander Avenue (passing north–south through the central portion of the site) and W. Cocoa Street (adjacent to south of the site). There are 16 kV transmission power lines along W. Myrrh Street (adjacent to the north of the site), along S. Oleander Avenue (passing north–south through the central portion of the site), and along the west site boundary.

## Land Use and Zoning Designations

The Project Site is located along W. Alondra Boulevard, a major City corridor developed with residential, commercial, mixed use, and public/quasi-public uses.

**Figure 3.0-1: Land Use Map** and **Figure 3.0-2: Zoning Map** in **Section 3.0: Environmental Setting** depict the City's land use and zoning designations of the Project Site and the surrounding properties.<sup>11,12</sup> The portion of the Project Site comprising the existing CHS campus and other District facilities is currently designated by the City for Public/Quasi-Public land uses and zoned as High-Density Residential (RH). The portion of the Project Site containing the acquisition area is designated by the City for Medium Density Residential land uses and zoned as Limited Commercial (CL).

The RH Zone is established to provide for a suitable residential environment through the predominant development of multiple-family dwellings; and the CL Zone is established to provide for neighborhood, community, and regional retail business areas with related uses. Both the RH and CL zones allow for school uses, with private school uses within the RH Zone subject to a Conditional Use Permit. The property development standards identified for the RH and CL zones limit building heights to a maximum of 35 feet and 75 feet, respectively.

### ***b. Areas to Be Used to Relocate Other District Uses***

#### **Existing Uses**

As part of the Project, the District's Facilities Department and the Pupil Services, Enrollment Center, and Special Education offices would be demolished and relocated to existing District facilities with available capacities at Caldwell Elementary School and Cesar Chavez Continuation High School.

The District's Facilities Department is anticipated to be relocated to the Caldwell Elementary School campus, located at 2300 W. Caldwell Street, approximately 1.25 miles southwest of the Project Site. The Caldwell Elementary School campus, totaling approximately 9 acres in size, is identified by AIN 6140-036-900. Similar to the existing CHS campus, the existing uses on this site include classroom buildings; recreational and athletic facilities; and other administrative and student support buildings. The site is closed and is not currently utilized by students or District staff.

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11 City of Compton, General Plan Map, accessed February 2018, <http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24965>.

12 City of Compton, Zoning Map, accessed February 2018, <http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=26132>.

The District's Pupil Services, Enrollment Center, and Special Education offices are anticipated to be relocated to the Cesar Chavez Continuation High School, located at 12501 N. Wilmington Avenue in Compton, approximately 2 miles north of the Project Site. The Caesar Chavez Continuation High School, totaling approximately 5 acres in size, is identified by AIN 6147-024-900. Similar to the existing CHS campus, the existing uses on this site include classroom buildings; recreational and athletic facilities; and other administrative and student support buildings. The site is open and is currently utilized by the limited District staff.

### **Land Use and Zoning Designations**

The Caldwell Elementary School and Caesar Chavez Continuation High School campuses are located along S. Central Avenue and N. Wilmington Avenue, which are major City corridors developed with residential, commercial, mixed, and public/quasi-public uses. The Caldwell Elementary School site is designated by the City for Public/Quasi-Public land uses and zoned as Low-Density Residential (RL). The land use and zoning for the Caesar Chavez Continuation High School campus is not currently designated by the City.<sup>13,14</sup>

### **c. Surrounding Uses**

The Project Site is located within the central portion of the City, approximately 1 mile north of State Route (SR) 91. The City is located within the southern portion of the County of Los Angeles and is bordered by the unincorporated community of Willowbrook to the north; the unincorporated community of West Rancho Dominguez to the west; the Cities of Carson and Long Beach and the unincorporated community of Rancho Dominguez to the south; and the Cities of Long Beach and Lynwood and the unincorporated community of East Compton to the east. Regional access to the City is gained through four freeways in or near the City's boundaries: Interstate 710 (I-710), which runs east of the City; SR 91, which runs south of the City; Interstate 105 (I-105), which runs north of the City; and Interstate 110 (I-110), which runs west of the City.

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

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13 City of Compton, General Plan Map, accessed February 2018, <http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24965>.

14 City of Compton, Zoning Map, accessed February 2018, <http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=26132>.

Downtown Los Angeles.<sup>15</sup> The Project Site is also located approximately 0.35 miles west of the Alameda Corridor freight rail.

The Project Site is located along W. Alondra Boulevard, a major City corridor developed with residential, commercial, mixed use, and public/quasi-public uses. Surrounding buildings range from low- to mid-rise in height. Surrounding land uses to the north and east, located along W. Myrrh Street and S. Acacia Avenue respectively, consist of low- to high-density residential units, including a 9-story senior independent living facility.

The Project Site is located directly east of the Compton Creek, a tributary to the lower Los Angeles River that is maintained by the Los Angeles County Flood Control District (LACFCD). The Compton Creek channel begins in the City near Main Street and 107th Street, then flows generally south 8.5 miles to the confluence with the Los Angeles River in Rancho Dominguez. The portion of the Compton Creek adjacent to the Project Site has been modified by human activity and is currently characterized as a concrete-lined flood control channel.<sup>16</sup> In addition, Compton Creek is currently separated from the Project Site by an approximately 20-foot wide Class I asphalt bike path maintained by the City.

Surrounding land uses to the west across the adjacent Compton Creek include low-density residential units. Surrounding land uses to the south across W. Alondra Boulevard include mixed-use, low- and high-residential, and open space/park uses. Additionally, the Compton City Hall and Civic Center complex, with building heights ranging from 1 to 12 stories in height, is located just northeast of the Project Site at S. Acacia Avenue and W. Myrrh Street.

## ENVIRONMENTAL IMPACTS

### Methodology

Impacts were evaluated based on the proposed Project's physical land use impacts, including a descriptive review of how the proposed Project fits within the existing neighborhood and community, as well as the Project's consistency with existing regional and local land use regulations and policies.

The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning and zoning documents that regulate land use or guide land use decisions pertaining to the Project Site. State CEQA Guidelines Section 15125(d) requires that a Draft EIR discuss any inconsistencies with the Project and applicable plans. A project is considered consistent with

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15 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/).

16 City of Compton, Draft 2030 Comprehensive General Plan Update, "Land Use Element" (November 6, 2014).

the provisions and general policies of an applicable city or regional land use plans and regulations if it is consistent with the overall intent of the plans and would not preclude the attainment of its primary goals.

The intent of the compatibility analysis is to determine whether the proposed Project would be compatible with surrounding uses. The analysis addresses general land use relationships and urban form based on a comparison of existing land use relationships in the vicinity of the Project Site under existing conditions at the time of the Notice of Preparation was issued, to the conditions that would occur with implementation of the proposed Project.

### Thresholds of Significance

To assist in determining whether the proposed Project would have a significant effect on the environment, the District finds the proposed Project may be deemed to have a significant impact related to land use and planning if it would:

**Threshold LU-1: Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.**

**Threshold LU-2: Conflict with any existing or proposed land uses, such that a potential health or safety risk to students would be created.**

Please refer to **Section 6.1: Effects Found Not to Be Significant**, for an evaluation of those topics that were determined to be less than significant or have no impact and do not require further analysis in the EIR.

### Project Impact Analysis

**Threshold LU-1: Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.**

#### ***Reconstruction of CHS Campus***

As shown in **Figures 3.0-1** and **3.0-2**, the portion of the Project Site comprising the existing CHS campus and other District facilities is designated by the City for Public/Quasi-Public land uses and zoned as High-Density Residential (RH). The portion of the Project Site comprising the acquisition area is designated by the City for Medium Density Residential land uses and zoned as Limited Commercial (CL).

Implementation of the proposed Project would not involve any change in existing uses on the CHS campus because it would remain as school uses. As such, the portion of the Project Site comprising the existing CHS campus and District facilities would retain the existing land use and zoning designations of Public/Quasi-Public and High-Density Residential (RH), respectively.

Development of the CHS campus, as proposed, would result in the acquisition of existing residential and commercial uses and convert them to institutional uses to accommodate the expanded area of the CHS campus. This development would also include the acquisition and vacation of the rights-of-way for W. Cocoa Street and S. Oleander Avenue from the City's control. Currently, the acquisition area is designated for Medium Density Residential land uses and zoned for Limited Commercial (CL) uses.<sup>17,18</sup>

The District would coordinate with the City to redesignate the acquisition area, including the W. Cocoa Street and S. Oleander Avenue roadway dedications, to reflect the City's Public/Quasi-Public land use designation and High-Density Residential zoning designation for the entire Project Site.

The District intends to cooperate with the City to ensure consistency of the proposed Project with the City's General Plan and Zoning Law. Both the RH and CL zones allow for school uses, with private school uses within the RH Zone subject to a Conditional Use Permit. As such, the uses proposed by the Project would be allowable uses pursuant to the City's Zoning Law. In regard to the property development standards (i.e. massing, height, and setback requirements) identified for these zoning designations, the proposed Project would be designed for consistency with the City's requirements, including compatibility with surrounding uses.

Should the City's General Plan and Zoning Law not permit the proposed Project, the District would require the rendering of the City's General Plan and Zoning Law inapplicable to the proposed Project. It should be noted that the State grants school districts the power to exempt school property from county and city zoning requirements, provided the school district complies with the terms of Government Code Section 53094, Regulation of Local Agencies by Counties and Cities.<sup>19</sup> In compliance with Government Code Section 53094, following a two-thirds vote of the District Board, the District can exempt a school site from such local zoning requirements. Within 10 days of the action, the Board must provide the City with notice of this action.

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17 City of Compton, General Plan Map.

18 City of Compton, Zoning Map.

19 GOV, tit. 5, div. 2, pt. 1, ch. 1, art. 5, Regulation of Local Agencies by Counties and Cities [53090 - 53097.5].

In accordance with this process, the proposed Project would not conflict with any local plans or policies. As such, impacts would be less than significant.

### ***Relocation of District Uses***

Upon relocation, the operation of the District's Facilities Department and the Pupil Services, Enrollment Center, and Special Education offices would continue as under existing conditions on the Project Site. The operation of these other District uses would be similar to the existing uses on the Caldwell Elementary School and Caesar Chavez Continuation High School campuses. As such, the relocation of these other District uses would not involve in a change in use that would conflict with the City's existing land use and zoning designations for these District facility sites. Impacts would be less than significant.

**Threshold LU-2: Conflict with any existing or proposed land uses, such that a potential health or safety risk to students would be created.**

### ***Reconstruction of CHS Campus***

The Project Site is used as a high school campus, with the exception of the proposed acquisition of the additional parcels and streets. The Project Site is located in an urban area of the City consisting of primarily residential uses, as well as other commercial, mixed use, and public/quasi-public uses.

No existing or proposed land uses surrounding the Project Site would pose a health or safety risk to students, faculty, or visitors. Construction of the proposed Project would not occur until the CHS campus is vacated and all students and staff relocated to other District schools and facilities. Thus, students would not be exposed to a potential health or safety risk as a result of construction of the proposed Project.

Upon implementation of the proposed Project, the operational CHS campus would front W. Alondra Boulevard. Currently designated by the City as a Major Highway, Alondra Boulevard is a major east-west corridor that also serves as a designated truck route within the area. According to the Circulation Element for the Draft 2030 General Plan Update, traffic volumes near the Project Site were approximately 24,447 in 2001.<sup>20</sup> Based on its proximity, the reconstructed CHS campus's frontage along W. Alondra Boulevard could pose a potential safety risk to students (e.g., car accidents, vehicle-pedestrian conflicts, trespassing, etc.).

As further discussed in **Section 4.13**, primary vehicle and pedestrian access to the Project Site would be provided along S. Acacia Avenue to the east, with secondary access provided along W. Myrrh Street and S. Oleander Avenue to the north. As shown in **Figure 2.0-4: Conceptual Site Plan** in **Section 2.0**, students

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20 City of Compton, Draft 2030 General Plan, "Circulation Element," Table 4-3.

would have the ability to access the CHS campus through various walkways and gateway areas along S. Acacia Avenue, with vehicle and bus drop-off areas provided within the eastern and northern parking lots. While there would be a south parking lot along W. Alondra Avenue, this parking lot would primarily serve the performing arts center and would not be a point where students are directed to and from the CHS campus.

If the adjacent properties are acquired for school expansion, the new facilities would be near the high-traffic E. Alondra Boulevard. Students already walk and bike to existing schools, and safety devices—such as crosswalks, traffic lights, and signage—are already in place; therefore, additional facilities would not exacerbate any current conditions. If, however, a significant number of pedestrians would be required to access the campus along E. Alondra Boulevard, the District would conduct a pedestrian survey to analyze the requirement for additional safety features in accordance with its Safe Routes to Schools Program.<sup>21</sup>

Finally, the District would comply as required with Part 7, School Area Traffic Controls, of the *California Manual on Uniform Traffic Control Devices* (MUTCD), which requires projects that increase student capacity or attendance to include installation of any missing signs and roadway markings. All these proposed improvements would be consistent with the sight distance standards identified in the California Department of Transportation (Caltrans) *Highway Design Manual*<sup>22</sup> and the guidelines in the Caltrans *School Area Pedestrian Safety Manual*,<sup>23</sup> which is now updated as part of the *California Manual on Uniform Traffic Control Devices*.<sup>24</sup>

Furthermore, the proposed Project would also conform to the Caltrans *School Area Pedestrian Safety Manual*, which includes guidelines for school and pedestrian safety, such as the incorporation of school crossings, signs and markings, yellow lighting beacons, traffic signals, crossing supervision, grade crossings, and pedestrian walkways.<sup>25</sup>

Given that the proposed Project would not propose any new uses or conflict with any existing land uses or propose any potential health or safety risks to students, impacts would be less than significant.

### **Relocation of District Uses**

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21 Compton Unified School District, Board Policy 5142.2, Students Safe Routes To School Program, <http://www.gamutonline.net/district/compton/>, accessed February 2018.

22 California Department of Transportation (Caltrans), Division of Design, *Highway Design Manual*, 6th ed. (November 20, 2017).

23 California Business, Transportation and Housing Department, *Traffic Manual* (August 1996), ch. 10, School Area and Pedestrian Safety.

24 Caltrans, *California Manual on Uniform Traffic Control Devices* (2014 Edition).

25 Caltrans, *Traffic Manual* (August 1996), ch. 10, School Area Pedestrian Safety.

The sites proposed for the relocation of the District's Facilities Department and the Pupil Services, Enrollment Center, and Special Education offices are existing sites developed with District facilities. These District facility sites are located in urban areas of the City consisting of primarily residential uses, as well as other commercial, open space/parks, and public/quasi-public uses. In addition, there would be no construction activities associated with the relocation of these other District uses into the new locations.

While students would not be located at these new locations, the relocation of these other District uses would not introduce people into an area where they would be subject to any health or safety risks not previously experienced at these locations. These District facility sites have already been designed to meet minimum safety standards, including design requirements pursuant to the *Caltrans Highway Design Manual* and the guidelines in the *Caltrans School Area Pedestrian Safety Manual*. Impacts would be less than significant.

### **CUMULATIVE IMPACTS**

As discussed in **Section 3.0**, a number of related development projects are proposed for sites within the City, which also contains the Project Site. The proposed Project, in combination with these related projects, would increase development in the City. **Table 3.0-2: Related Projects** in **Section 3.0** identifies 15 related projects that are planned or are under construction in the City. The related projects primarily reflect infill development consisting of various commercial, retail, and residential uses. The related projects that would occur within the City would be reviewed for consistency with the City's General Plan and Zoning Ordinance or would be subject to allowable exception, and they would be required as individual projects to comply with CEQA.

Implementation of the proposed Project, on its own, would be consistent with the General Plan land use designation and zoning of the Project Site, and would not result in any proposed land uses that would pose a potential health or safety risk to students.

Impacts would not be cumulatively considerable.

### **MITIGATION MEASURES**

No mitigation is required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Land use and planning impacts would be less than significant.