

# EXECUTIVE SUMMARY

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## INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) (State Clearinghouse No. 2017111002) regarding the Compton High School Reconstruction Project (Project) and has been prepared by the Compton Unified School District (CUSD or District) to comply with the California Environmental Quality Act (CEQA).

CEQA requires that projects subject to an approval action by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. Section 15050 of the CEQA Guidelines states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the District, which is therefore Lead Agency for CEQA purposes.

In accordance with CEQA Guidelines Section 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

## OVERVIEW OF THE PROPOSED PROJECT

### 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 Compton High School (CHS) campus and acquisition area, as well as the street areas dedicated for S. Oleander Avenue and W. Cocoa Street.

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>1</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>2</sup>

## **Project Objectives**

Section 15124(b) of the CEQA Guidelines states that “the statement of objectives should include the underlying purpose of the project.” The following objectives have been identified for the proposed Project:

- Reconstruct the existing CHS campus to meet current California Department of Education (CDE) and the Division of the State Architect (DSA) design standards and building codes, including those related to structural integrity and seismic safety.
- Create a modern, cohesive high school campus that utilizes a state-of-the-art design to support a free-flowing campus with flexible spaces for learning and modern technologies.
- Minimize ongoing and repeated maintenance costs.
- Utilize the existing campus location.
- Accommodate student and faculty needs by providing classrooms and amenities with current technology.
- Accommodate student and faculty needs by providing classrooms and amenities that adequately support Career and Technical Education (CTE) space and programs and Next Generation Learning.
- Improve campus safety and security.
- Improve pickup/drop-off traffic/queuing to minimize off-campus traffic and provide facilities for a broad set of mobility components (bikes, pedestrians, other).
- Create a link between the CHS campus and the community by providing joint access to athletic and performing arts facilities and public service organizations.
- Relocate the District’s Facilities Department and Pupil Services, Enrollment Center, and Special Education offices.
- Provide adequate athletic facilities that are capable of hosting effective California Interscholastic Federation (CIF) programs and competitions.

## **Project Characteristics**

The District is proposing to reconstruct the existing CHS campus, which would consist of (1) the demolition of all existing buildings, facilities, and athletic fields; (2) the construction of new, modern buildings,

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1 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/).

2 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).

facilities, and athletic fields with a design that supports a free-flowing campus; and (3) relocation of the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices. The reconstructed campus would be able to accommodate a total of 2,500 seats. The reconstructed CHS campus is anticipated to be opened by the 2023–2024 school year.

The proposed Project would involve the demolition of all existing uses on the Project Site, including the existing uses located on the 10 additional parcels along the southeastern portion of the site, and the reconstruction of the new CHS campus. The reconstruction of the eastern portion of the Project Site would include two 3-story academic buildings consisting of approximately 151,400 square feet; an approximately 58,500-square-foot performing arts center; an approximately 58,000-square-foot gymnasium and outdoor aquatic center; approximately 1,266,800 square feet of athletic and outdoor educational facilities; and three parking lot facilities.

### **Project Phasing/Construction**

Construction would take approximately 24 months and would occur through a phased development that is expected to begin in Spring 2021 and be completed by Summer 2023. For purposes of categorizing general construction, the Project construction activity for the proposed Project would include the following phases: (1) demolition and clearing, (2) grading and site preparation, and (3) building construction.

### **ALTERNATIVES TO THE PROPOSED PROJECT**

Section 15126.6(a) of the CEQA Guidelines requires an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” No significant and unavoidable impacts were identified for the proposed Project; all potentially significant impacts could be mitigated to a less-than-significant level. However, in response to the potentially significant impacts associated with the proposed Project, the District developed and considered the following alternatives to the Project:

#### **Alternative 1—No Project Alternative**

Under the No Project Alternative, the current CHS campus would continue to operate under existing conditions. The No Project Alternative would only involve maintenance and repairs required to sustain the existing campus, including repair and maintenance of existing structures necessary to maintain compliance with current codes and regulations. The No Project Alternative would not demolish any of the existing buildings, facilities, and athletic fields, or construct new, modern buildings, facilities, and athletic

fields with a design that supports a free-flowing campus. The No Project Alternative would not relocate the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices.

As previously stated, upon completion of construction and proper inspection, the DSA will certify a project. DSA does not, however, approve new work on campuses with uncertified projects. The CHS campus has ten 10 projects, spanning from 1985 through 2014.

The nature of the items required for certification of these 10 projects is unknown at this time. Given the age and number of the uncertified projects, it can be assumed that the time and expense required to gather the documents would be substantial, and is likely not feasible, especially for some of the older projects. Under the No Project Alternative, the District would be required to make the necessary corrections to certify these 10 projects. This alternative would not acquire the 10 parcels south of the existing campus. Existing buildings, athletic fields, and school campuses would continue to deteriorate. The No Project Alternative may include ongoing minor essential projects, such as HVAC repairs needed to maintain classroom temperatures; necessary repairs to infrastructure; seismic retrofitting efforts; repair of portable classrooms; maintenance of fire alarm and fire suppression systems; and abatement of any existing asbestos and lead-based paint that may be present (if any). This alternative accommodates a total of 3,186 student classroom seats.

## **Alternative 2—Proposed Project without Acquisition Parcels Alternative**

The proposed Project without Acquisition Parcels Alternative would involve the development of the campus similar to the proposed Project, although without the acquisition of the ten parcels on the southern border of the campus (two-acre area south of W. Cocoa Street). This alternative also would not include the vacation of W. Cocoa Street.

As with the proposed Project, this alternative would entail the demolition of all existing buildings, facilities, and athletic fields; and the construction of new buildings, facilities, and athletic fields and the relocation of the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices.

The site plan configuration of the reconstructed campus under this alternative would include the 58,500-square-foot performing arts center located north of W. Cocoa Street, immediately south and adjacent to the proposed two 3-story academic buildings, which total approximately 151,400 square feet. The proposed 142-space East parking lot would be located along S. Acacia Avenue at W. Myrrh Street.

This alternative also involves the 58,000-square-foot gymnasium and outdoor aquatic center; approximately 1,266,800 square feet of athletic and outdoor educational facilities; and three parking lot facilities. This alternative would be able to accommodate a total of 2,500 student classroom seats.

### **Alternative 3—Reduced Size Campus Project Alternative with Acquisition Parcels Alternative**

The Reduced Size Campus Project with Acquisition Parcels Alternative would consist of the demolition of all existing uses on the Project Site and the reconstruction of the new CHS campus facilities within the same boundaries of the Project Site, which includes the additional 2 acres south of W. Cocoa Street.

The reconstruction of the eastern portion of the Project Site under this alternative would include the construction of a slightly smaller campus in terms of total building square footage including two 3-story academic buildings for a total of approximately 191,600 square feet; a two-story, approximately 79,900-square-foot gymnasium and aquatic center; and a one-story, approximately 14,900-square-foot administration building. The southeastern portion of the Project Site would include a community park with a basketball court at W. Alondra Boulevard and S. Acacia Avenue, and the vacation of W. Cocoa Street. The southwestern portion of the Project Site under this Alternative would include the construction of a 34,400-square-foot performing arts center adjacent to W. Alondra Boulevard. The smaller performing arts center would not include facilities for the following Performing Arts and Production and Managerial Arts CTE programs: Digital Music Production, Video Production, and TV Production. The following elements of the CTE program would not be realized under this alternative: production labs and studios, editing rooms, control rooms, sound stage, storage, and related infrastructure space.

This alternative involves a 79,900-square-foot gymnasium and outdoor aquatic center; approximately 800,513 square feet of athletic and outdoor educational facilities; and two parking lot facilities. The reconstruction of the western portion of the Project Site under this alternative would involve the addition of two softball fields, one soccer field, six tennis courts, and five basketball courts; upgrades to the existing baseball field; the relocation of the football stadium from the southeastern portion of the campus to the northern portion, adjacent to the baseball field; and the relocation of the existing parking lot farther north of its present location, adjacent to the facilities building. This alternative would be able to accommodate a total of 2,500 student classroom seats.

## AREAS OF KNOWN CONTROVERSY

The State CEQA Guidelines<sup>3</sup> require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Some issues of concern were expressed at the public scoping meeting for the Draft EIR and through comments on the Notice of Preparation (NOP). The following issues of concern have been identified:

- Traffic, construction, and operational air quality impacts are discussed in **Section 4.2: Air Quality** and **Section 4.7: Greenhouse Gas Emissions**.
- Cultural impacts of the Project on various historical and archaeological resources are discussed in **Section 4.4: Cultural Resources**.
- Utility usage and energy associated with the potential relocation of existing utility infrastructure are discussed in **Section 4.5: Energy Conservation** and **Section 6.1: Effects Found Not to Be Significant**.
- The density and scale of the proposed Project, as well as land use and zoning for the entire Project site are discussed in **Section 4.10: Land Use and Planning**.
- Hazards and hazardous materials associated with construction activities and impacts to students and staff are discussed in **Section 4.8: Hazards and Hazardous Materials**.
- Noise impacts from construction activities and school operations, including after new school events are discussed in **Section 4.11: Noise**.
- Traffic on the local roadways and nearby freeway system, and parking with the new facilities are discussed in **Section 4.13: Transportation and Traffic**.

## ISSUES TO BE RESOLVED

The State CEQA Guidelines<sup>4</sup> require that an EIR present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the District regarding the proposed Project are whether:

- Recommended mitigation measures should be adopted or modified;
- Different mitigation measures need to be applied to the proposed Project; and
- The proposed Project or an alternative should or should not be approved.

## SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A summary of the environmental impacts associated with implementation of the proposed Project, mitigation measures included to avoid or lessen the severity of potentially significant impacts, and residual impacts, is provided in **Table ES-1: Summary of Project Impacts, Mitigation Measures, and Residual Impacts**.

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3 California Public Resources Code, tit. 14, sec. 15123.

4 California Public Resources Code, tit. 14, sec. 15123(b)(3).

**Table ES-1**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

<b>Threshold</b>	<b>Impact</b>	<b>Mitigation Measures</b>	<b>Impact with Mitigation</b>
<i><b>Aesthetics</b></i>			
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<i><b>Air Quality</b></i>			
Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Is the boundary of the proposed (school) site within 500 feet of the edge of the closest traffic lane of a freeway or busy traffic corridor? If yes, would the project create an air quality health risk due to the placement of the School?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
<b>Biological Resources</b>			
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?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant.	<b>MM BIO-1</b> If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development to avoid the nesting activities of breeding birds/raptors.  If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer (300 feet for all birds except raptors, which require a 500-foot buffer) from the active nest until the young birds have fledged and left the nest, or until the nest is no longer active, as determined by a qualified biologist.	Less than Significant.
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Cultural and Tribal Cultural Resources</b>			
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant.	<b>MM CUL-1</b> Retention of a Qualified Archaeologist. The District should retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior’s Standards for professional archaeology,	Less than Significant.



Threshold	Impact	Mitigation Measures	Impact with Mitigation
		<p>during the excavation phase to carry out all mitigation measures related to archaeological resources.</p> <p><b>MM CUL-2</b> Worker Training. Prior to the commencement of ground-disturbing activities, at the Project kickoff, the selected qualified archaeologist or their designee will provide a briefing to construction crews to provide information on regulatory requirements for the protection of cultural resources. As part of this training, construction crews shall be briefed on proper procedures to follow should unanticipated cultural resource discoveries be made during construction. Workers will be provided contact information and protocols to follow if inadvertent discoveries are made. Additionally, workers will be shown examples of the types of cultural resources that would require notification of the Project archaeologist.</p> <p><b>MM CUL-3</b> Monitoring of Initial Ground Disturbance for Archaeological Resources. A qualified archaeological monitor shall be retained to monitor initial ground-disturbing activities in areas that have previously been developed only as parking lots or athletic fields, specifically the current football stadium location and the parking lots at the north central portion of the campus. During initial ground disturbance, it is recommended that field observations regarding the geoarchaeological setting be made to determine whether undisturbed sediments capable of preserving archaeological remains still exist adjacent to or beneath those sediments disturbed by agricultural and urban development, and the depth at which these sediments would no longer be capable of containing archaeological material. If it is determined that these areas have previously been disturbed and</p>	

Threshold	Impact	Mitigation Measures	Impact with Mitigation
		<p>native sediment does not remain intact, monitoring may be reduced. If native sediment is encountered and the location is determined to retain sensitivity, monitoring should continue. The archaeological monitor shall work under the supervision of the qualified archaeologist.</p> <p><b>MM CUL-4</b> Inadvertent Discoveries. In the event that archaeological resources are exposed during ground-disturbing activities, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. Ground-disturbing activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; PRC 21082), additional work such as testing or data recovery may be warranted. Should any prehistoric or historical Native American artifacts be encountered, additional consultation with NAHC-listed tribal groups should be conducted immediately.</p>	
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Energy</b>			
Conflict with adopted energy conservation plans?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Use non-renewable resources in a wasteful and inefficient manner?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Geology and Soils</b>			
Expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by	Less than Significant.	No mitigation measure is necessary.	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
the State Geologist for the area or based on other substantial evidence of a known fault?			
Expose people or structures to potential substantial adverse effects involving strong seismic ground shaking?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Involve the construction, reconstruction, or relocation of any school building on a site subject to moderate-to-high liquefaction?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Greenhouse Gas Emissions</b>			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Hazards and Hazardous Materials</b>			
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
Create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and nonpermitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste?	Potentially Significant.	<b>MM HAZ-1:</b> As part of the Project Design. install heating, air conditioning, and ventilation system that uses high-efficiency pleated particle filters with a Minimum Efficiency Reporting Values (MERV) 14 or higher as defined by the American Society of Heating, Refrigerating and Air-Conditioning Engineers Standard 52.2. <sup>5</sup> for all buildings to be occupied on the campus. All MERV systems shall be certified as operational prior to occupancy of the building by a certified HVAC technician. MERV systems shall be operated on a continued basis while the building(s) are in use.	Less than Significant.
Be less than the following distances from the edge of respective power line easements: (1) 100 feet of a 50–133 kV line; (2) 150 feet of a 220–230 kV line; or (3) 350 feet of a 500–550 kV line?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Contain a current or former hazardous waste disposal site or solid waste disposal site and, if so, have the wastes been removed?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be located on a site containing or underlain by naturally occurring hazardous materials?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Situated within 1,500 feet of an aboveground water or fuel storage tank?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.

5 ASHRAE STANDARD 52.2 is the American Society of Heating, Refrigerating and Air-Conditioning Engineers document titled, "Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size," 2007 (ANSI/ASHRAE Standard 52.2-2007 including ANSI/ASHRAE Addendum b to ANSI/ASHRAE Standard 52.2-2007).

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Situated within 2,000 feet of a significant disposal of hazardous waste?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Is the Project Site a hazardous substance release site identified by the state Department of Health Services in a current list adopted pursuant to §25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
If prepared, has the risk assessment been performed with a focus on children’s health posed by a hazardous materials release or threatened release, or the presence of naturally occurring hazardous materials on the school site?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
If a response action is necessary and proposed as part of this project, has it been developed to be protective of children’s health, with an ample margin of safety?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Situated within 1,500 feet of a railroad track easement?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Hydrology and Water Quality</b>			
Violate any water quality standards or waste discharge requirements?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
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?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be subject to flooding or dam inundation beyond existing conditions?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
<b>Land Use and Planning</b>			
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?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Conflict with any existing or proposed land uses, such that a potential health or safety risk to students would be created?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Noise</b>			
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.	<p><b>MM N-1:</b> The construction contractor shall prepare a noise control plan, which shall be submitted to the District for review and approval prior to the start of work. The noise control plan shall include the noise attenuation measures listed in <b>Mitigation Measure MM N-2</b> at a minimum.</p> <p>The construction contractor shall designate a “noise disturbance coordinator. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise.</p> <p>Signage shall be posted at the perimeter of the Project Site providing a telephone number for individuals to contact the noise disturbance coordinator with any noise complaints. Signage shall also include:</p> <ul style="list-style-type: none"> <li>• Construction hours on site and at all site entrances noting allowable workdays, and</li> <li>• The phone number of the District representative and the job superintendent.</li> </ul>	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
		<p>Prior to the start of work, notices shall be provided to residential units within 500 feet of the construction site.</p> <p>The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved.</p> <p>All noise complaints received will also be logged and provided to the District with 24 hours of receipt.</p> <p>If the District or the job superintendent receives a complaint, they shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</p> <p><b>MM N-2:</b> For all construction-related activities, noise-attenuation techniques as outlined in the noise control plan shall be employed as needed to ensure that noise remains less than significant.</p> <p>The following noise-attenuation techniques shall be incorporated into contract specifications to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> <li>• Maintain construction equipment in good working condition and is properly muffled according to industry standards.</li> <li>• Identify and locate staging areas and construction worker parking areas such that noise-generating construction equipment are located away from sensitive uses, where feasible.</li> <li>• Schedule high noise-producing activities between the hours of 7:00 AM and 7:00 PM on weekdays to minimize disruption on sensitive uses. No construction shall be permitted on</li> </ul>	

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		<p>Sundays or any of the holidays listed in the Compton Municipal Code.</p> <ul style="list-style-type: none"> <li>• Identify and implement noise attenuation measures, which may include but are not limited to temporary noise barriers or noise blankets around stationary construction noise sources.</li> <li>• Use electric air compressors and similar power tools rather than diesel equipment, where feasible.</li> <li>• All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) shall be operated at least 100 feet away from residential uses and shall be shielded with temporary sound barriers, sound aprons, or sound skins.</li> <li>• Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.</li> </ul> <p>The Construction Manager, upon observation of excessive noise occurring near adjacent residences or upon receipt of a complaint about excessive noise shall modify operations to reduce number of pieces of equipment operating near noise sensitive receptors or operating concurrently as feasibly possible unless the modification would prevent completion of the task.</p>	
Be located adjacent to or near a major arterial roadway or freeway whose noise generation may adversely affect the educational program?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.



Threshold	Impact	Mitigation Measures	Impact with Mitigation
Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	Potentially Significant.	<b>Mitigation Measures MM N-1 and N-2</b> shall be implemented.	Less than Significant.
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose students or staff to excessive noise levels?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Population and Housing</b>			
Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
<b>Transportation and Traffic</b>			
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant.	<b>MM TRAF-1:</b> The Project shall include a parking plan associated with cumulative after-school and weekend events. To the extent needed to prevent significant intersection and queuing impacts, the parking plan would incorporate off-site parking at closely related District facilities. A shuttle service to and from these facilities would be provided to move spectators to and from the campus. The plan may also utilize available hardscape for additional on-campus parking.	Less than Significant.

Threshold	Impact	Mitigation Measures	Impact with Mitigation
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Are traffic and pedestrian hazards mitigated per Caltrans' School Area Pedestrian Safety manual?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be easily accessible from arterials and is the minimum peripheral visibility maintained for driveways per Caltrans' Highway Design Manual?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Be within 1,500 feet of a railroad track easement?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less than Significant.	No mitigation measure is necessary.	Less than Significant.