

# **Initial Study Mitigated Negative Declaration**

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## **15101 Paramount Boulevard Redevelopment Project**

**City of Paramount**

**Conditional Use Permit (CUP) No. 939**

**Zone Change (ZC) No. 244**

**Development Review Application (DRA) No. 23:008**

**Tentative Parcel Map (TPM) No. 84335**



**Lead Agency:**

**City of Paramount**

**16400 Colorado Avenue**

**Paramount, CA 90723**

**Prepared By:**

**Terra Nova Planning & Research, Inc.**

**42635 Melanie Place, Suite 101**

**Palm Desert, CA 92211**

**August 2024**

## Mitigated Negative Declaration

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<b>Project Title:</b>	15101 Paramount Boulevard Redevelopment Project
<b>Applicant:</b>	Paramount Gateway, LLC 4490 Ayers Avenue Vernon, California 90058
<b>Applicant Contact:</b>	Michelle Sanchez Phone: (562) 977-8565 Email: michelle@avantrealestate.com
<b>Project Location:</b>	15101 Paramount Boulevard, City of Paramount, Los Angeles County; Southwest corner of Paramount Boulevard and Somerset Boulevard; Accessors Parcel Numbers (APN): 6270-002-023 and -024
<b>General Plan/Zoning:</b>	Central Business District Area Plan/ Planned Development with Performance Standards (PD-PS)
<b>Description:</b>	<p>The proposed Project involves the redevelopment of a 3.3-acre site containing existing commercial and industrial uses. The site currently contains six single-story structures including a hardware store, a lumber supply store, and lumber storage yard. Structures on the site total 40,315 square feet (S.F.). The site is bounded by Somerset Boulevard to the north, Paramount Boulevard to the east, Adams Street and single-family residences to the south, and Colorado Avenue to the west.</p> <p>The Project proposes three commercial buildings, separated into three lots, as well as with drive aisles, sidewalks, and landscaping. The commercial buildings include a 23,256 S.F. retail building (Building 1, Sprouts Market), a 5,248 S.F. two tenant drive-thru restaurant building [Building 2: Tenant A, Panera Bread (drive-thru) 3,200 S.F. and Tenant B, pending tenant (no drive-thru) 2,048 S.F.], and a 2,400 S.F. drive-thru coffee shop (Building 3, Starbucks) for a Project total of 30,904 S.F. of building space. The drive-thru restaurants include outdoor dining space. Proposed structures would be single-story and have a maximum height of 37 feet. Landscaping would be provided in the parking lot and along the site's frontages along Somerset Boulevard, Paramount Boulevard, Adams Street, and Colorado Avenue. A total of 133 parking stalls would be provided including eight ADA spaces, four electric/clean air vehicle spaces, and 24 street parking spaces (Colorado Avenue). Access to the site would be provided by four 28 to 30-foot-wide driveways, including two along Colorado Avenue and two along Paramount Boulevard.</p>

**Findings:**

The environmental analysis provided in the attached Initial Study indicates that the proposed Project will not result in any significant adverse unmitigable environmental impacts. For this reason, the City of Paramount, in its capacity as Lead Agency, determined that a Mitigated Negative Declaration is the appropriate document required pursuant to the California Environmental Quality Act (“CEQA”). The following findings may also be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- The proposed Project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed Project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the following Initial Study.

## Table of Contents

<b>1. Introduction.....</b>	<b>6</b>
<b>2. Project Description .....</b>	<b>8</b>
<b>3. Environmental Analysis .....</b>	<b>20</b>
I. AESTHETICS.....	21
II. AGRICULTURE AND FORESTRY RESOURCES .....	23
III. AIR QUALITY .....	25
IV. BIOLOGICAL RESOURCES .....	31
V. CULTURAL RESOURCES .....	33
VI. ENERGY .....	35
VII. GEOLOGY AND SOILS .....	37
VIII. GREENHOUSE GAS EMISSIONS.....	41
IX. HAZARDS AND HAZARDOUS MATERIALS .....	45
X. HYDROLOGY AND WATER QUALITY.....	48
XI. LAND USE AND PLANNING.....	52
XII. MINERAL RESOURCES .....	54
XIII. NOISE.....	55
XIV. POPULATION AND HOUSING.....	57
XV. PUBLIC SERVICES .....	58
XVI. RECREATION .....	60
XVII. TRANSPORTATION.....	61
XVIII. TRIBAL CULTURAL RESOURCES.....	64
XIX. UTILITIES AND SERVICE SYSTEMS .....	67
XX. WILDFIRE .....	70
XXI. MANDATORY FINDINGS OF SIGNIFICANCE .....	71
<b>4. Conclusions .....</b>	<b>73</b>

### **Appendices (Available at City for review)**

Appendix A Air Quality CalEEMod Outputs.....	A
Appendix B Geotechnical Investigation Report.....	B
Appendix C Traffic Report.....	C
Appendix D VMT Analysis.....	D
Appendix E Supplemental Transportation Assessment .....	E



**Tables**

Table 1	Project Summary Table.....	13
Table 2	Maximum Daily Construction-Related Emissions Summary (pounds per day).....	27
Table 3	Maximum Daily Operational-Related Emissions Summary (pounds per day) .....	27
Table 4	Localized Significance Thresholds 25 Meters, 2 Acres (pounds per day) .....	29
Table 5	Existing Use: Projected GHG Emissions Summary (metric tons/year).....	42
Table 6	Proposed Project: Projected GHG Emissions Summary (metric tons/year).....	42
Table 7	Consistency with the City's 2021 Climate Action Plan.....	44
Table 8	Water Demand at Project Buildout.....	49
Table 9	Estimated Wastewater at the Project Buildout.....	68
Table 10	Estimated Solid Waste Disposal at the Project Buildout.....	69

**Exhibits**

Exhibit 1	Regional Location Map.....	9
Exhibit 2	Vicinity Map .....	10
Exhibit 3	Project Location Map.....	11
Exhibit 4	Project Site Plan .....	14
Exhibit 5a	East and South Elevation: Sprouts Farmers Market .....	15
Exhibit 5b	West and North Elevations: Sprouts Farmers Market .....	16
Exhibit 6	Elevations: Panera Bread .....	17
Exhibit 7	Elevations: Starbucks.....	18
Exhibit 8	Tentative Parcel Map No. 84435 .....	19

# **1. Introduction**

## **1.1 Purpose of the Initial Study**

The purpose of this Initial Study (IS) is to disclose and evaluate the environmental impacts resulting from the construction and operation of the proposed 15101 Paramount Boulevard Redevelopment Project (Project). The City of Paramount (Lead Agency) received applications for a Zone Change (ZC), Conditional Use Permit (CUP), Development Review (DR), and Tentative Parcel Map (TPM) from Paramount Gateway LLC (Applicant) for the 3.3-acre commercial redevelopment project located in the Central Business District (CBD) in the City of Paramount (City).

This IS has been prepared for the City of Paramount, in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code 21000–21189) and relevant provisions of the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000–15387), as amended. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

1. To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);
2. To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
3. To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study. Questions and/or comments should be submitted to:

John Carver, Director of Planning  
City of Paramount Planning Department  
16400 Colorado Street,  
Paramount, California 90723  
Phone: (562) 220-2036  
Email: [jcarver@paramountcity.com](mailto:jcarver@paramountcity.com)

## 1.2 Initial Study's Organization

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the affected area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the proposed project's implementation.
- *Section 4 Conclusions*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance.

## **2. Project Description**

### **2.1 Project Location**

The City of Paramount is located in the southwestern portion of Los Angeles County, approximately 12 miles southeast of downtown Los Angeles. Paramount is bounded by South Gate and Downey on the north; Bellflower and Downey on the east; Long Beach and Bellflower to the south; and the Los Angeles River, Lynwood, Compton, and unincorporated areas of Rancho Dominguez on the west. The project site is located on the central portion of the City of Paramount.

Regional access to the project site is provided by the Long Beach Freeway (I-710), located approximately 1.5 miles to the west, the Glenn Anderson Freeway (I-105), located approximately 1 mile to the north, and the Artesia Freeway (SR-91) located 1.4 miles to the south.

The site's legal address is 15101 Paramount Boulevard. The Assessor Parcel Numbers (APN) applicable to the site are 6270-002-023 and 6270-002-024. The project site is located on the southwest corner of Somerset Boulevard and Paramount Boulevard. The topographic coordinates of the project site are 33°53'45"N; 118°09'40"W. See Exhibits 1 through 3 for the regional location and project location.

### **2.2 Environmental Setting**

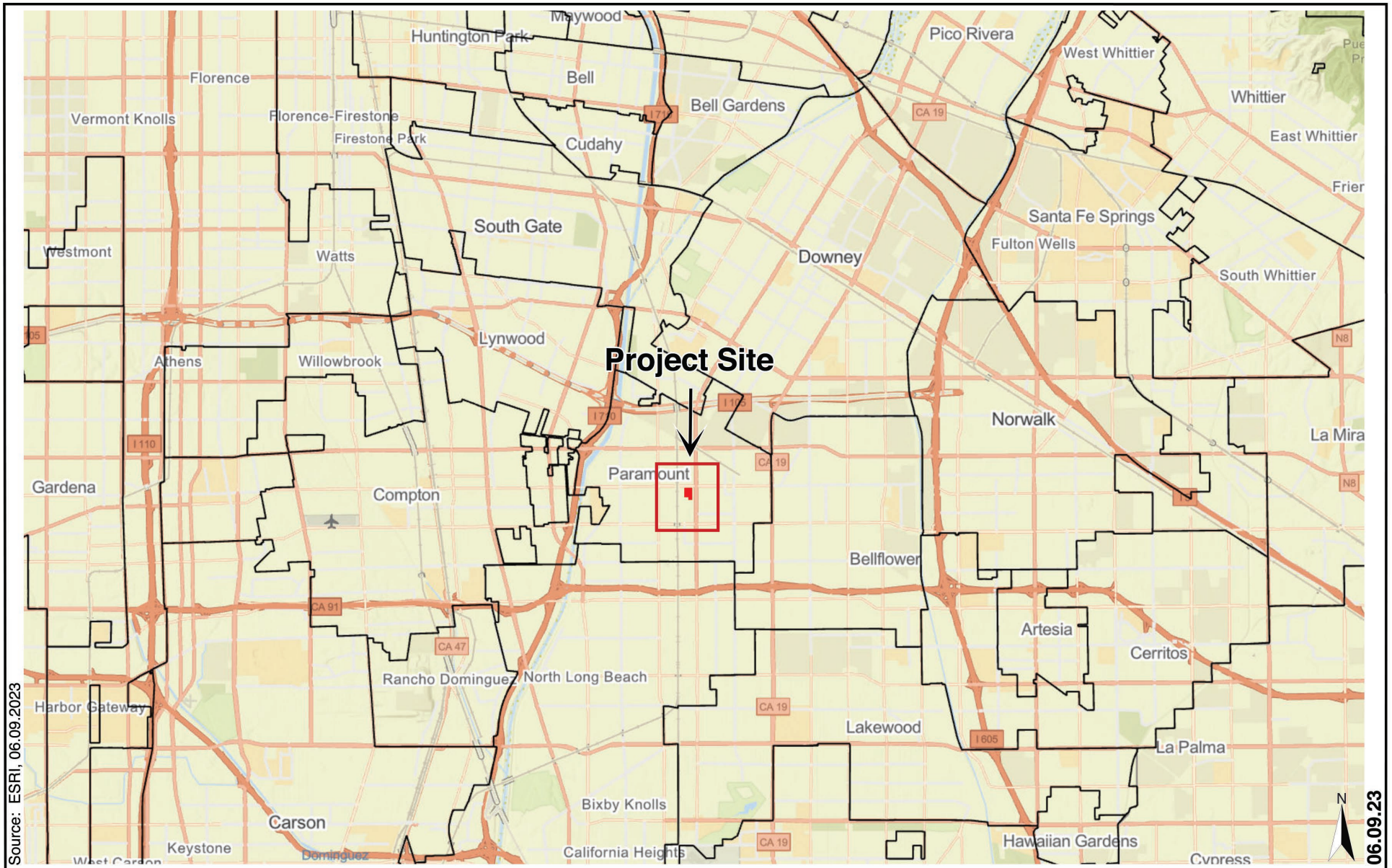
The Project site is currently zoned as Planned Development with Performance Standards (PD-PS) and is located in the Central Business District Area Plan as defined in the General Plan. The site is located in an urban environment and surrounded on all sides by a mix of uses. Land uses and development in the vicinity of the Project site include:

North: Somerset Boulevard, light industrial, commercial retail, and public/government uses (Paramount Sheriff's Station).

East: Paramount Boulevard, commercial retail, restaurants.

South: Single-family residential (immediately adjacent to site), Adams Street, commercial uses, single- and multi-family residential.

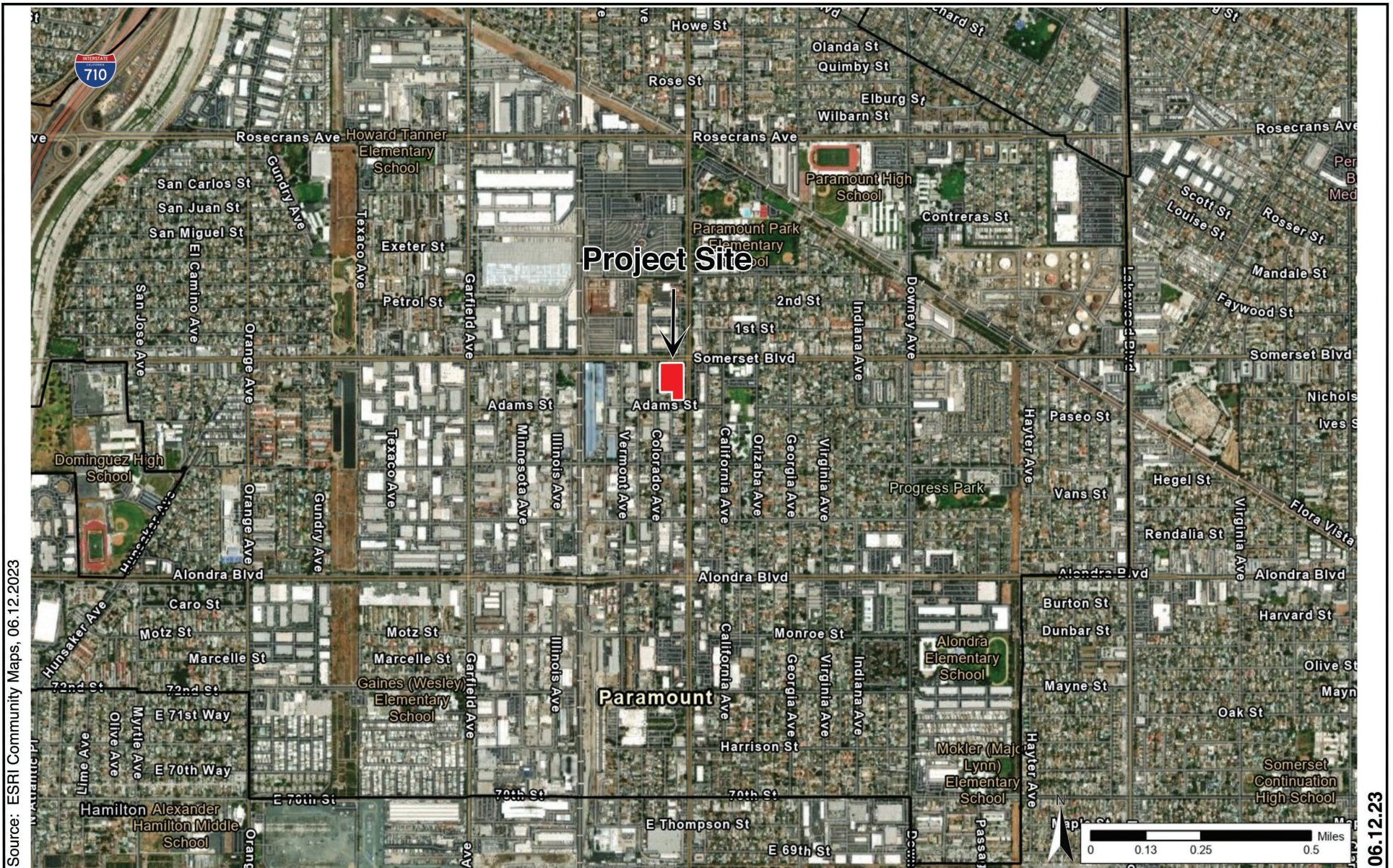
West: Colorado Avenue, small park, commercial building, parking lot, and a small vacant lot.



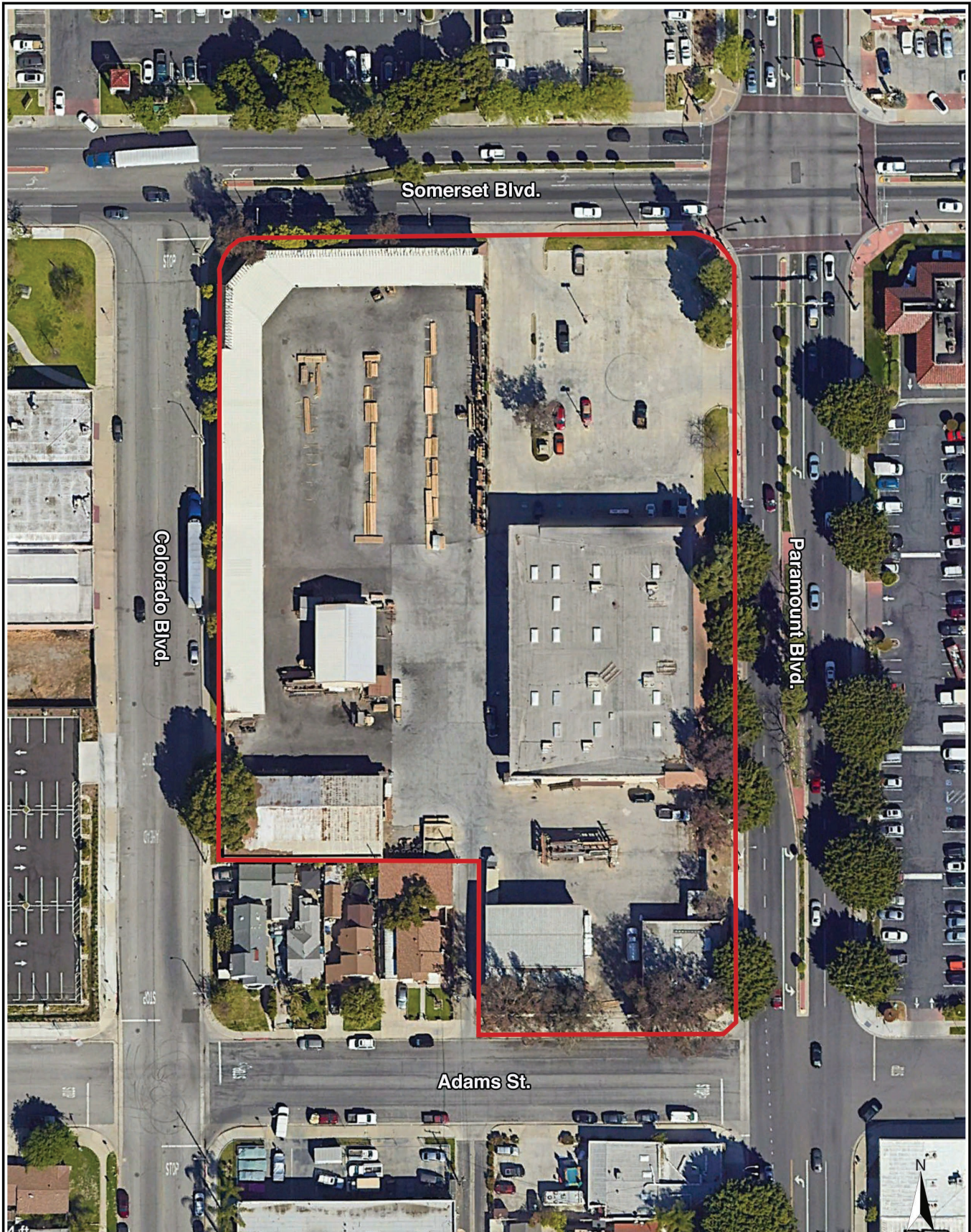
Source: ESRI, 06.09.2023

06.09.23









Source: Google Earth Image, 10.2021

06.12.23



## 2.4 Project Description

The proposed Project involves the redevelopment a 3.3-acre site containing existing commercial and industrial uses. The site currently contains six single-story structures including a hardware store, a lumber supply store, and lumber storage yard structures totaling 40,315 square feet (S.F.). Existing structures will be demolished as part of the Project.

The Project proposes three commercial buildings, separated into three lots, complete with paved drive aisles, sidewalks, and landscaping. The commercial buildings include:

- Building 1 – Retail (Sprouts Market). A 23,256 S.F. retail building and 906 S.F. covered patio. Proposed single-story with maximum building height of 36 feet 8 inches to the peak, and 26 feet 8 inches to top of parapet.
- Building 2 – Drive-Thru Restaurant (Tenant A, Panera Bread) and Fast-Food Restaurant (Tenant B, pending tenant). A 3,200 S.F. drive-thru restaurant with drive-thru service lane (Tenant A), and a 2,048 S.F. fast-food restaurant (Tenant B) for a total of 3,248 S.F. Operations include indoor and outdoor dining, drive-thru (Tenant A), carry-out, and to-go orders. The building is a single-story structure with a maximum building height of 21 feet and 4 inches. The drive-thru lane would extend along the buildings north and west side with a vehicle capacity is 12 vehicles. The menu and speaker box would be located east of the building, facing Somerset Boulevard.
- Building 3 – Drive-Thru Restaurant (Starbucks). A 2,400 S.F. drive-thru restaurant with uncovered outdoor patio space. Operations include indoor and outdoor dining, drive-thru, carry-out, and to-go orders. The menu and speaker box would be located along the building's south side. The building is a single-story structure with a maximum building height of 24 feet. The drive-thru lane would extend along the building's west, south, and east sides with a vehicle capacity is 16 vehicles.

A total of 133 parking stalls would be provided including eight Americans with Disability Act (ADA) spaces, four electric/clean air vehicle spaces, and 24 street parking spaces (Colorado Avenue). Access to the site would be provided by four 28 to 30-foot-wide driveways including two along Colorado Avenue and two along Paramount Boulevard.

Landscaping would be provided in the site's parking lot and along the site's frontages along Somerset Boulevard, Paramount Boulevard, Adams Street, and Colorado Avenue, and would total approximately 0.54 acres. The landscaping will be drought tolerant and will meet the City's Maximum Applied Water Allowance (MAWA) requirements for efficient water use.

The Project is summarized in Table 1, below. See Exhibit 4 for the Project site plan and Exhibits 5-7 for elevations.



<b>Table 1 Project Summary Table</b>	
Site Area	3.32 acres (144,747 S.F.)
Total Building Area	30,904 S.F.
<i>Building 1 – Retail (Sprouts)</i>	<i>Building: 23,256 S.F. Patio: 906 S.F. (not included in building space)</i>
<i>Building 2 – Drive-Thru (Tenant A, Panera Bread) and Fast-Food Restaurant (no drive-thru) (Tenant B)</i>	<i>Building: 5,248 S.F. Tenant A: 3,200 S.F. Tenant B: 2,048 S.F.</i>
<i>Building 3 – Drive-Thru (Starbucks)</i>	<i>Building: 2,400 S.F.</i>
Maximum Height	37 feet
Parking Spaces	133 spaces
Drive-Thru Lane Capacity	Panera Bread = 12 Starbucks = 16
Landscaping	0.54 acres (23,712 S.F.)

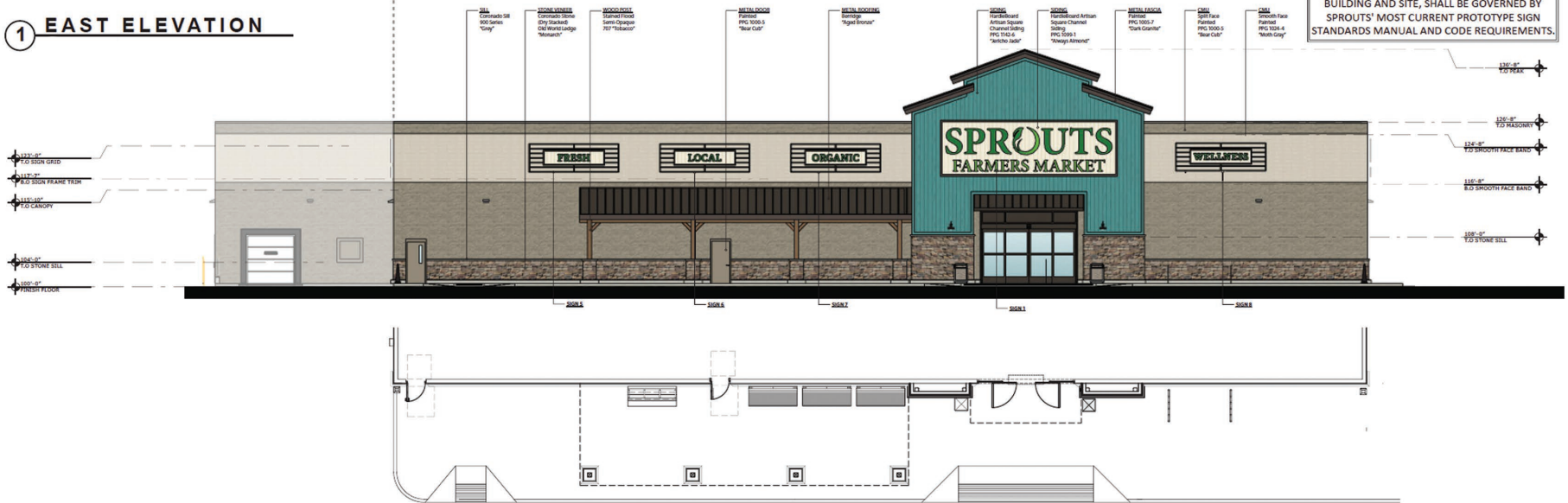
### Discretionary Actions

This IS/MND will serve as the CEQA review document for project implementation, including required City approvals, which would include but may not be limited to of the following:

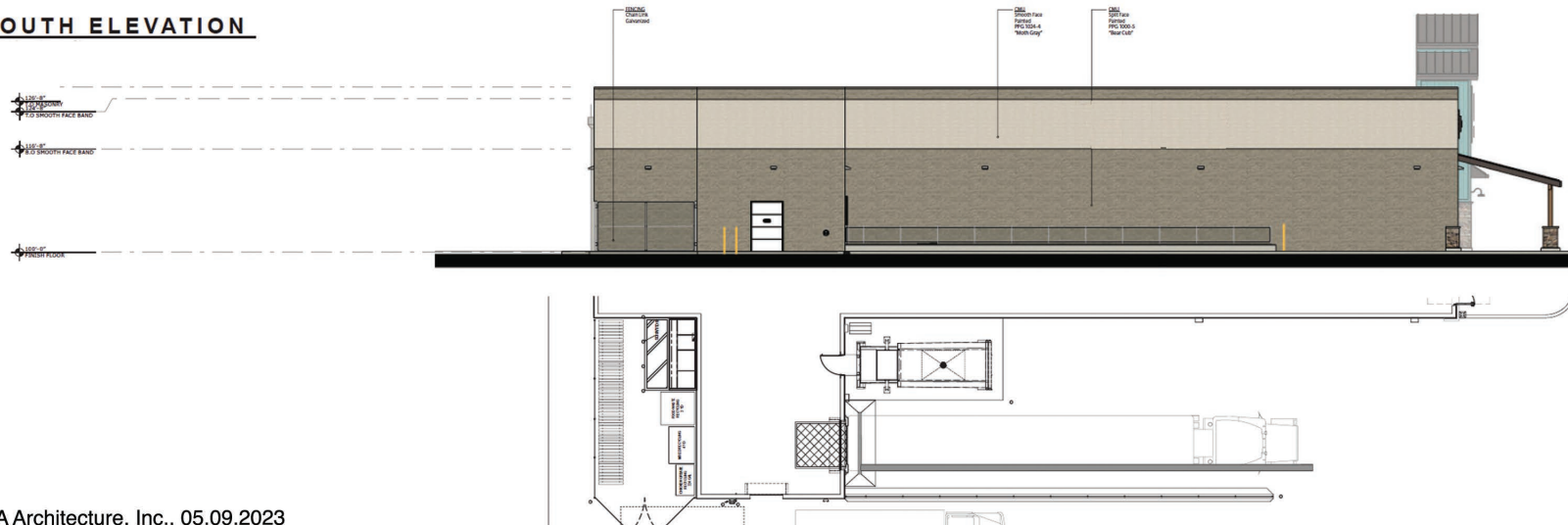
- Conditional Use Permit No. 939 – To allow drive-thru restaurants, outdoor dining seating, and the sale of alcohol (Sprouts market)
- Zone Change No. 244 – Change the PD-PS zone allowable uses on the subject property from industrial to commercial uses
- Development Review No. 23:008 – Review the Project’s consistency with the City’s Zoning Ordinance, particularly the Project’s architectural appeal, design, and functional plan.
- Tentative Parcel Map No. 84335 – To subdivide the site into three parcels.



## 1 EAST ELEVATION



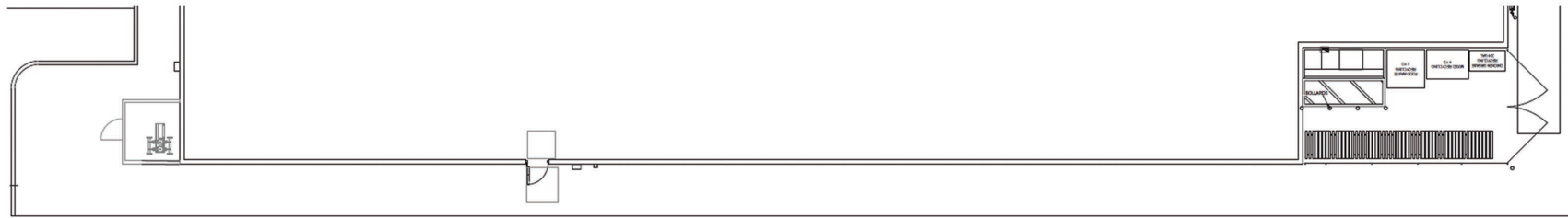
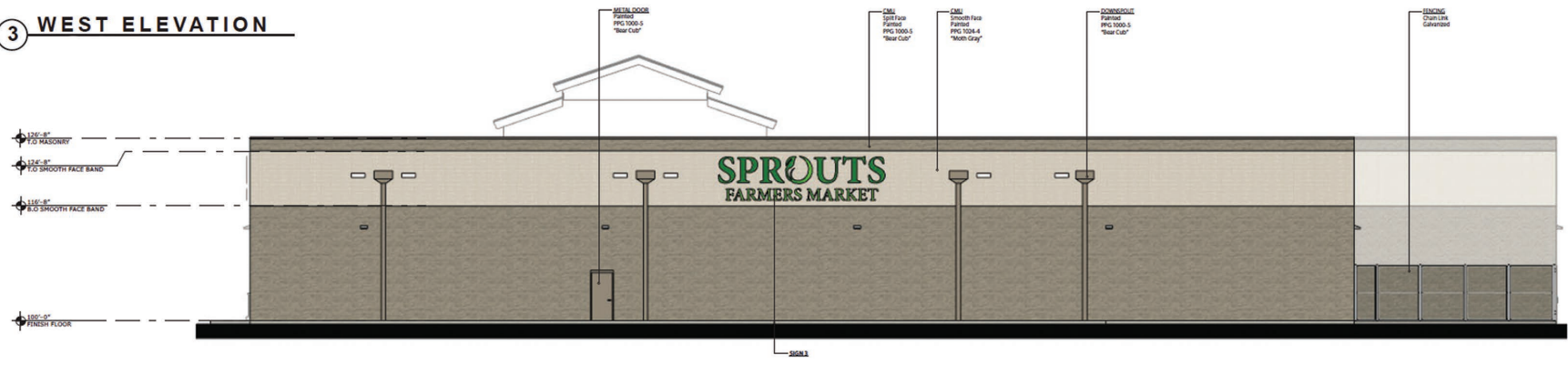
## 2 SOUTH ELEVATION



Source: MMA Architecture, Inc., 05.09.2023

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### 3 WEST ELEVATION



NOTE: ALL ASPECTS OF THE SIGNAGE, BOTH BUILDING AND SITE, SHALL BE GOVERNED BY SPROUTS' MOST CURRENT PROTOTYPE SIGN STANDARDS MANUAL AND CODE REQUIREMENTS.

### 4 NORTH ELEVATION



Source: MMA Architecture, Inc., 05.09.2023

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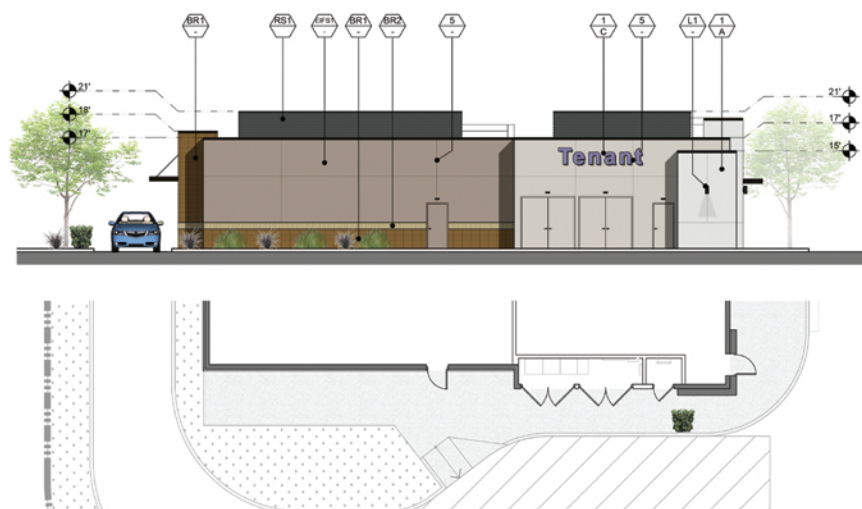
② SOUTH ELEVATION



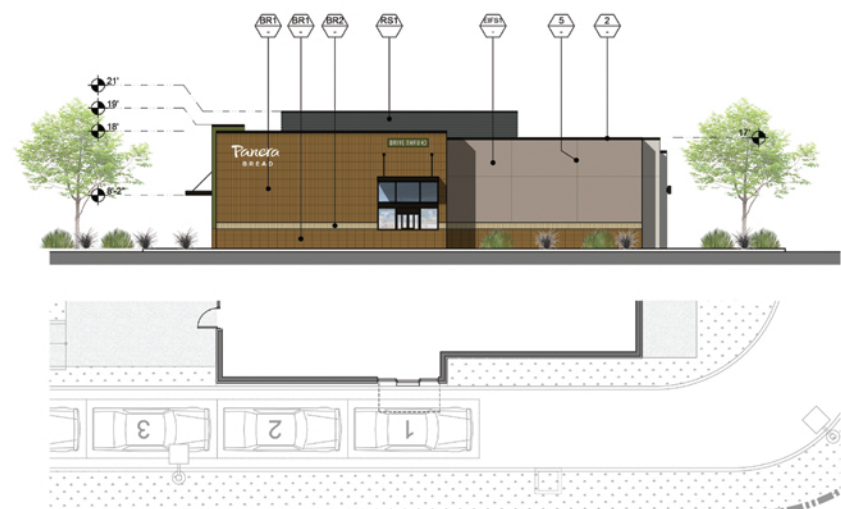
① EAST ELEVATION



③ WEST ELEVATION



④ NORTH ELEVATION



Source: MMA Architecture, Inc., 03.27.2024

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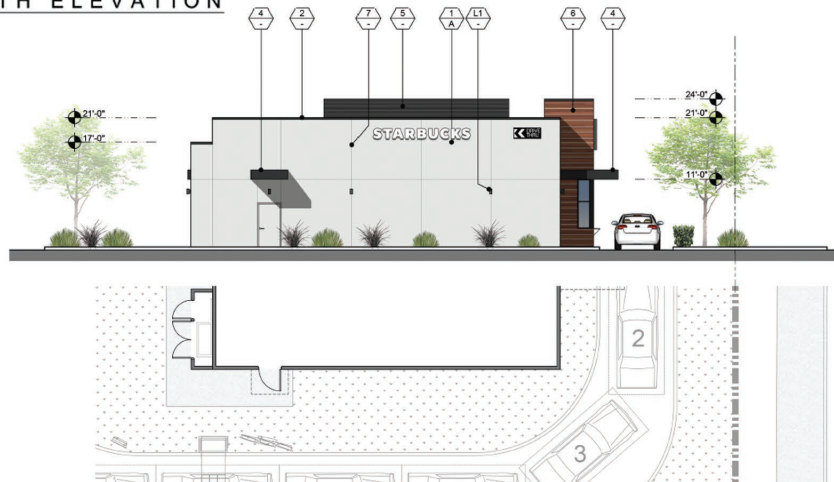
② EAST ELEVATION



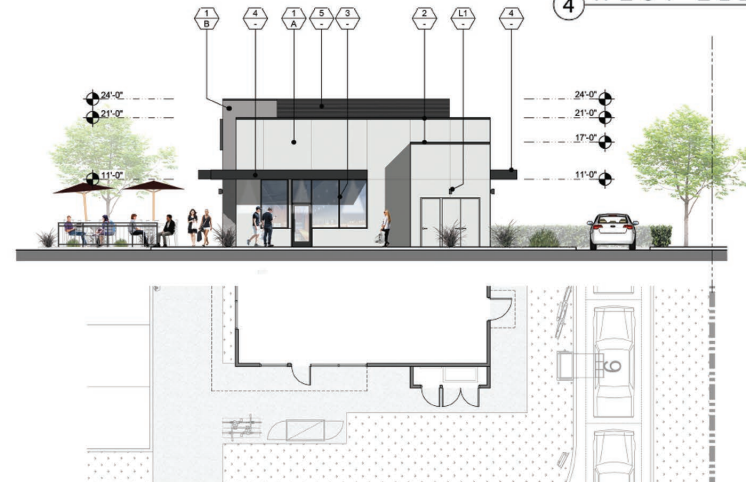
① NORTH ELEVATION



③ SOUTH ELEVATION



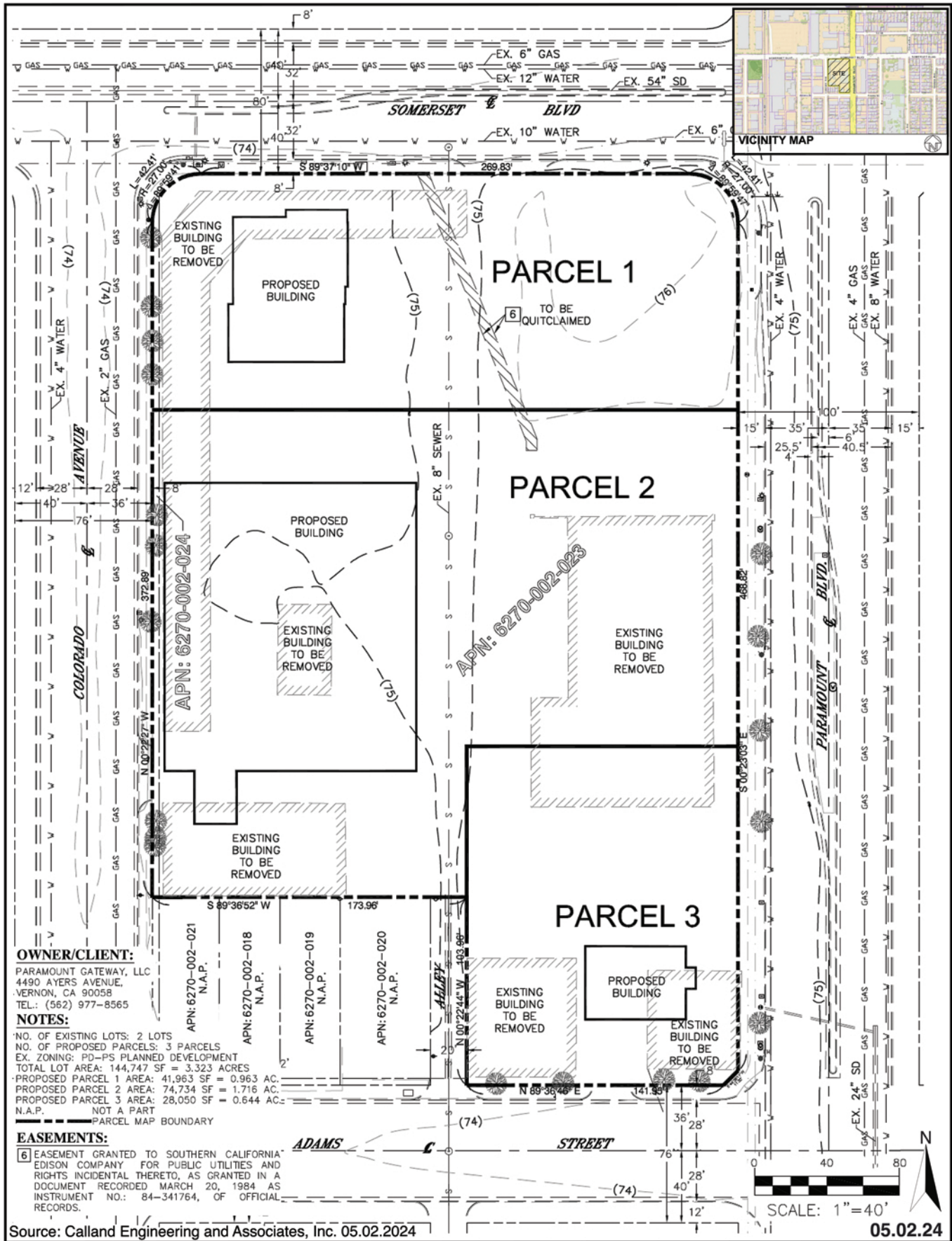
④ WEST ELEVATION



Source: MMA Architecture, Inc., 05.09.2023

06.13.23





**TERRA NOVA®**  
PLANNING & RESEARCH, INC.

**15101 Paramount Blvd. Redevelopment Project**  
**Tentative Parcel Map No. 84335**  
**Paramount, California**

**Exhibit**

**8**

### 3. Environmental Analysis

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed Project's implementation. The issue areas evaluated in this Initial Study include the following:

I. Aesthetics	XI. Land Use & Planning
II. Agriculture & Forestry Resources	XII. Mineral Resources
III. Air Quality	XIII. Noise
IV. Biological Resources	XIV. Population & Housing
V. Cultural Resources	XV. Public Services
VI. Energy	XVI. Recreation
VII. Geology & Soils	XVII. Transportation
VIII. Greenhouse Gas Emissions	XVIII. Tribal Resources
IX. Hazards & Hazardous Materials	XIX. Utilities & Service Systems
X. Hydrology & Water Quality	XX. Wildfire
	XXI. Mandatory Findings of Significance

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist in making a determination as to whether there is a potential for significant impacts on the environment. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed Project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- No Impact. The proposed project will not result in any adverse environmental impacts.
- Less than Significant Impact. The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that any responsible agencies consider to be significant.
- Less than Significant Impact with Mitigation. The proposed project may have the potential to generate a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of the recommended mitigation measures.
- Potentially Significant Impact. The proposed project may result in environmental impacts that are significant. This finding will require the preparation of an environmental impact report (EIR).



<b>I. AESTHETICS</b> <b>Except as provided in Public Resources Code Section 21099, would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Sources: City of Paramount 2007 General Plan; Project materials; Google Earth Pro.

- a) No Impact.** A significant impact may occur if the proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project site is located in a highly urbanized area of the City. The Project site is currently occupied by existing structures of inconsistent quality. These structures will be demolished with Project implementation. Views from the Project site are largely limited to industrial, commercial, and residential development, including buildings, roadway infrastructure, and lighting. The Project proposes building heights ranging from 22 to 37 feet, which are consistent with building heights in the vicinity. The proposed buildings will be located in different locations than existing buildings, but will not substantially change the mass of buildings on the site. Views from public rights of way would remain similar to those currently experienced by the public.

There are no designated scenic areas near the Project site, and therefore there are no scenic views observable from the site. Thus, the Project would not have a substantial adverse effect on a scenic vista, and no impacts related to scenic vistas would occur as a result of the Project.

- b) No Impact.** A significant impact would occur only if scenic resources would be damaged and/or removed by development of a project. The Project site is currently developed with commercial/industrial uses. No trees, rock outcroppings, or significant historic buildings are located on the Project Site, and the site is not visible from a state scenic highway. Thus, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock

outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway. Therefore, no impacts related to scenic resources would occur as a result of the Project.

- c) **No Impact.** A significant impact would occur if the Project conflicts with applicable zoning or other regulations governing scenic quality.

The Project Site is currently developed with commercial and industrial uses, which includes various corrugated metal and wood-paneled buildings that are outdated in appearance. The Project includes demolition and removal of the existing uses from the Project site and development of new commercial and retail structures. The Project will require a zone change to change the PD-PS zone allowable uses on the subject property from industrial to commercial uses; however, the mass and scale of the allowed and proposed structures are comparable with regard to visual impacts. The proposed buildings would reflect current architecture and design standards and would likely improve the visual character of the Project site. Additionally, the Project is required to undergo Design Review by the City to ensure that the Project complies with applicable design standards. The Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no impacts related to scenic quality would occur as a result of the Project.

- d) **Less Than Significant Impact.** A significant impact may occur if the proposed Project introduces new sources of light or glare on or from the Project site which would be incompatible with the areas surrounding the site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project site is currently developed with commercial/industrial uses in an urbanized area of the city that contains typical sources of light and glare, including interior/exterior building lighting, street lighting, metal, and glass currently existing on the Project site.

There are single-family residences located immediately south of where Project improvements would occur. These residences currently experience commercial levels of light and glare from the existing uses onsite, which are shielded to some extent by walls and building structures.

The proposed Project will be required to abide by the City's building codes and lighting ordinance, which requires proper shielding of light sources and prohibits light spillage on adjacent properties. A lighting plan will be submitted and approved prior to development, and all required Code standard measures will be applied. Thus, the Project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. Therefore, Project impacts related to light and glare would be less than significant.

**Mitigation Measures:** None required.

## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Sources: California Important Farmland Finder, Los Angeles 2018, California Department of Conservation. <https://maps.conservation.ca.gov/dlrp/ciff/>

### a-e) No Impact.

Prime Farmland: According to the California Important Farmlands mapping provided by the California Department of Conservation, the Project site is designated as "Urban and Built-Up Land." No prime or unique farmland, or farmland of statewide importance exists on the Project site or in the Project vicinity. The Project site is not located on or near any property zoned or otherwise intended for agricultural uses. As such, the Project would not convert farmland to nonagricultural use. No impact would occur.

Williamson Act: The Project site and surrounding properties are designated for urban uses in the General Plan and Zoning Ordinance. No land on or near the Project site is under a Williamson Act contract. Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impact would occur.

Forest Land: The Project site is located in an urbanized area and designated for industrial and commercial uses in the PD-PS zone. Neither the subject site nor surrounding lands contain forest land, timberland, or timberland zoned for timberland production. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. It would not result in the conversion of forest land to non-forest uses or changes to the environment that could result in such a conversion. No impact would occur.

In summary, the site is currently developed and designated for industrial uses in the Planned Development with Performance Standards (PD-PS) zone. There are no existing or mapped agricultural or forestry resources within the Project site, and such uses are not proposed as part of the Project. No agricultural lands will be impacted by the Project.

**Mitigation Measures:** None required.

<b>III. AIR QUALITY</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Sources: CalEEMod Version 2022.1.1.18; SCAQMD CEQA Air Quality Handbook (1993); SCAQMD 2022 AQMP.

The project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met, and if they are not met, to develop strategies to meet the standards. All development within the SCAB is subject to SCAQMD's 2022 Air Quality Management Plan (2022 AQMP).

Criteria air pollutants are contaminants for which state and federal air quality standards have been established. Depending on whether or not air quality standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone (extreme), and PM<sub>2.5</sub> (serious).<sup>1</sup> Ambient air quality in the SCAB, including the project site, does not exceed state and federal standards for carbon monoxide, nitrogen dioxides, PM<sub>10</sub>, sulfur dioxide, sulfates, hydrogen sulfide, or Vinyl Chloride.

Buildout of the proposed Project will result in air quality impacts during construction and operation. The California Emissions Estimator Model (CalEEMod) Version 2022.11.20 was used to project air quality emissions that will be generated by the Project (Appendix A).

- a) No Impact.** Under CEQA, a significant air quality impact could occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The project site is located within the SCAB and will be subject to SCAQMD's 2022 AQMP which is a comprehensive plan that establishes control strategies and guidance on regional emission reductions for air pollutants. The AQMP was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG) and is based, in part, on the land use plans of the jurisdictions in the region. The project site is currently zoned as Planned Development

<sup>1</sup> U.S. EPA Green Book. Data current as of July 31, 2023.

with Performance Standards (PD-PS) which is within the General Plan's Central Business District Area Plan and allows a mix of commercial, retail, and industrial uses. The AQMP factored industrial and commercial land uses on this site into its Plan. The Project proposes suitable commercial uses and is therefore compatible with the 2022 AQMP assumptions.

The SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) to comply with the metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. The Growth Management chapter of the RTP/SCS forms the basis of land use and transportation controls of the AQMP. Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. The proposed Project would be developed in accordance with all applicable rules and regulations contained in those plans in an effort to meet the applicable air quality standards, because the commercial use, including high density residential, and its associated job creation potential were included in the SCAG analysis.

In conclusion, although the proposed Project would contribute to impacts to air quality, as discussed below, it would not conflict with or obstruct the implementation of an applicable air quality plan because its commercial characteristics were included in the development of regional plans. No impact is anticipated.

- b) **Less Than Significant Impact.** A project is considered to have significant impacts if there is a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. As previously stated, the SCAB is currently a non-attainment area for PM<sub>2.5</sub> and ozone. Therefore, if the Project's construction and/or operational emissions exceed SCAQMD thresholds for PM<sub>2.5</sub> and ozone precursors, which include carbon monoxide (CO), nitrous oxides (NO<sub>x</sub>), and volatile/reactive organic compounds/gases (VOC or ROG), then impacts would be cumulatively considerable and significant.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.18 was used to project air quality emissions that will be generated by the proposed Project (Appendix A). Criteria air pollutants will be released during the demolition, construction, and operational phases of the Project, as shown in Tables 2 and 3. Table 2 summarizes short-term construction-related emissions, and Table 3 summarizes ongoing emissions generated during operation.

#### Construction Emissions

Project buildout is anticipated to take up to 1.5 years. The construction period includes all aspects of Project development, including site preparation, grading, paving, building construction, and application of architectural coatings.

As shown in Table 2, emissions generated by demolition and construction activities will not exceed SCAQMD thresholds for any criteria pollutant. The analysis assumes a net export of 300 cubic yards of dirt/soil materials per the Project's preliminary grading plan. Applicable standard requirements and best management practices include, but are not limited to, the implementation of a dust control and management plan in conformance with SCAQMD Rule 403, phased application of architectural coatings, and the use of low-polluting architectural paint and coatings per SCAQMD Rule 1113.

**Table 2**  
**Maximum Daily Construction-Related Emissions Summary**  
**(pounds per day)**

<b>Construction Emissions<sup>1</sup></b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>ROG</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Daily Maximum	34.2	36.00	8.78	0.05	3.81	2.16
<b>SCAQMD Thresholds</b>	<b>550.00</b>	<b>100.00</b>	<b>75.00</b>	<b>150.00</b>	<b>150.00</b>	<b>55.00</b>
<b>Exceeds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2022.1.1.20 (output tables provided in Appendix A).

Given that criteria pollutant thresholds will not be exceeded, and standard best management practices will be applied during demolition and construction, impacts will be less than significant.

#### Operational Emissions

Operational emissions are ongoing emissions that will occur over the life of the Project. They include area source emissions, emissions from energy demand (electricity), and mobile source (vehicle) emissions. The site is currently occupied by a hardware store and lumber storage yard that generates operational emissions. CalEEMod was used to estimate existing operational emissions, which have been subtracted from Project emissions to provide net operational emission totals.

According to the Project traffic impact analysis (Appendix C), the Project will generate approximately 5,882 daily trips (see Section XVII, Transportation). The existing hardware store currently generates 387 trips. Therefore, the Project would generate 5,495 net daily trips. Table 3 summarizes projected net emissions during operation of the Project at build out. As shown, operational emissions will not exceed SCAQMD thresholds of significance for any criteria pollutants for operations. Impacts will be less than significant.

**Table 3**  
**Maximum Daily Operational-Related Emissions Summary**  
**(pounds per day)**

	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>ROG</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Proposed Project	84.5	9.18	18.4	0.15	12.6	3.3
<i>Existing Operations</i>	<i>-15.3</i>	<i>-1.40</i>	<i>-2.74</i>	<i>-0.03</i>	<i>-2.49</i>	<i>-0.65</i>
Net Daily Emissions	<b>69.20</b>	<b>7.78</b>	<b>15.66</b>	<b>0.12</b>	<b>10.11</b>	<b>2.65</b>
<b>SCAQMD Thresholds</b>	<b>550.00</b>	<b>55.00</b>	<b>55.00</b>	<b>150.00</b>	<b>150.00</b>	<b>55.00</b>
<b>Exceeds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2022.1.1.18 (output tables provided in Appendix A).

#### Cumulative Contribution – Non-Attainment Criteria Pollutants:

Given the dispersing nature of pollutant emissions and aggregate impacts from neighboring jurisdictions, cumulative air quality is evaluated at a regional scale. As previously stated, the SCAB is a designated non-attainment region for PM<sub>2.5</sub> and ozone. Any development resulting in emissions of PM<sub>2.5</sub>, ozone, or ozone precursors, will, to some extent, contribute to the region's existing non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. A project's potential cumulative contributions can instead be analyzed using the criteria for project-specific impacts. This method assumes that if an individual development generates less than significant construction and operational emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

The Project is located in a non-attainment area for PM<sub>2.5</sub> and ozone. The emission of ozone precursors, such as CO, NO<sub>x</sub>, and ROG would also contribute to the region's ozone non-attainment. As shown in Tables 2 and 3, above, the Project's emissions of CO, NO<sub>x</sub>, ROG, and PM<sub>2.5</sub> are projected to be below the SCAQMD thresholds for project impacts. Standard best practices would be implemented in accordance with the SCAQMD rules, including dust control measures per Rule 403. Therefore, while the Project would contribute to incremental increases in emissions of criteria pollutants for which the region is in non-attainment, the Project's impact on regional PM<sub>2.5</sub> and ozone levels would not be cumulatively considerable.

Summary:

The construction and operation of the proposed Project would result in emissions below the SCAQMD thresholds for criteria pollutants. The Project is also not anticipated to make significant contributions to the region's existing air quality violations. Therefore, the Project's impacts would be less than significant and would not be cumulatively considerable.

- c) **Less Than Significant Impact.** Sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, hospitals, and other land uses occupied by individuals who are potentially more sensitive to pollutants than the average. The nearest sensitive receptors to the Project site are the single-family residences located immediately adjacent to the southern boundary of the site.

To determine if a project has the potential to generate significant adverse localized air quality impacts, SCAQMD offers Localized Significance Thresholds (LST) analysis. Analysis of LSTs by a local government is voluntary and is designed for projects that are less than or equal to 5 acres. For purposes of analysis, the 2-acre Mass Rate Look-Up table is appropriate under the SCAMD's methodology to screen for potential localized air quality impacts.<sup>2</sup>

The Mass Rate Look-Up tables for LSTs were used to determine if the proposed Project would have the potential to generate significant adverse localized air quality impacts during construction. The LST for Source Receptor Area (SRA) 5 was used to determine LST emission thresholds. The distance from the emission source and the maximum daily site disturbance also determines the emission thresholds. Table 4 shows that LST thresholds are not expected to be exceeded for any criteria pollutant during construction or operation. Impacts to sensitive receptors will be less than significant.

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<sup>2</sup> SCAQMD "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds."



**Table 4**  
**Localized Significance Thresholds**  
**25 Meters, 2 Acres**  
**(pounds per day)**

	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Construction Emissions	34.2	36.00	3.81	2.16
<b>LST Threshold</b>	861	114	7	4
Operational - Area Emissions	1.75	0.01	<0.005	<0.005
<b>LST Threshold</b>	861	114	2	1
<b>Exceeds Threshold?</b>	No	No	No	No

Source of Emission Data: CalEEMod version 2022.1.1.20 (output tables provided in Appendix A).  
Source of LST Threshold: LST Mass Rate Look-up Table, SRA No.5, 25 meters, 2 acres, SCAQMD

#### Health Impacts

As shown in the analysis above, construction and operation of the proposed Project will result in criteria emissions that are below the SCAQMD significance thresholds, and neither would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

It is not scientifically possible to calculate the degree to which exposure to various levels of criteria pollutant emissions will impact an individual's health. There are several factors that make predicting a Project-specific numerical impact difficult:

- Not all individuals will be affected equally due to medical history. Some may have medical predispositions, and diet and exercise levels tend to vary across a population.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which group of individuals will be impacted, either directly or indirectly.
- There are currently no approved methodologies or studies to base assumptions on, such as baseline health levels or emission level-to-health risk ratios.

Due to these limitations, the extent to which the Project poses a health risk is uncertain but unavoidable. However, since it is anticipated that the impacts associated with all criteria pollutants will be less than significant overall, health effects will also be less than significant.

- d) Less Than Significant Impact.** A significant impact could occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as in sewage treatment facilities and landfills. The Project proposes commercial and restaurant uses, and as such, no odors from industrial uses are anticipated.

During construction, odors associated with construction activities, particularly paving, will be generated. However, any such odors would be short-term and quickly dispersed below detectable levels as distance from the construction site increases. The proposed Project proposes drive-thru restaurants which would involve food preparation and could result in cooking exhaust, smoke, and related food waste. The onsite restaurants would be required by law to provide a hood system that consists of particulate filtration for smoke, gas filtration for gases/odors, and a blower to move the air into the hood, through the air cleaning equipment, and then outdoors. These standard

requirements would limit potential objectionable odor impacts during the proposed project's long-term operations phase. Therefore, impacts from objectionable odors are expected to be less than significant.

**Mitigation Measures:** None required.

<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) 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?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

- a) Less Than Significant Impact.** The Project site is in an urbanized area of the city and the Project site is fully developed with industrial and commercial uses. No sensitive biological resources are expected to exist at the Project Site or in the immediate vicinity of the site. There are no natural open space areas within several miles of the site, and all surrounding lands are developed in urban uses. The site and surrounding areas contain ornamental landscaping, which is likely to harbor common species for the area.

The Project site's ornamental landscaping could support nesting birds. Should removal of vegetation for development of the Project occur during nesting season (typically February 15 through September 15), City permitting for specific development projects would require implementation of nesting bird surveys as required by the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. Adherence to standard City requirements will ensure

all potential impacts to nesting birds are avoided. Therefore, impacts related to this issue are considered less than significant.

- b) **No Impact.** The Project site is in an urbanized area of the city and is fully developed with industrial and commercial uses. No riparian habitat or other sensitive natural community exists at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, no impacts related to this issue would occur as a result of the Project.
- c) **No Impact.** The Project site is in an urbanized area of the city and the Project site is fully developed with industrial and commercial uses. No wetlands exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts related to this issue would occur as a result of the Project.
- d) **No Impact.** The Project site is in an urbanized area of the city and the Project site is fully developed with industrial and commercial uses. The Project Site is no part of a migratory wildlife corridor or native wildlife nursery. Nor is the Project site adjacent to any native open space or similar nature area. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, no impacts related to this issue would occur as a result of the Project.
- e) **Less than Significant Impact.** The Project site currently contains ornamental landscaping along the site boundaries within the public right-of-way that will be removed as part of proposed site improvements. The City's Public Works Department will determine the manner in which public right-of-way trees will be removed and the Project's proposed landscape plan will be reviewed prior to the issuance of building permits to ensure it meets the applicable City standards. The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, impacts related to this issue would be less than significant.
- f) **No Impact.** The Project site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other similar plan. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

**Mitigation Measures:** None required.

<b>V. CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?				X

Sources: California Office of Historic Preservation.

- a) **No Impact.** The Project site is currently developed with industrial and commercial uses, including a lumber yard and hardware store that will be demolished as part of the Project. A significant impact could occur if the Project would disturb historic resources that presently exist on the Project site.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local General Plan or historic preservation ordinance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. A search through the California Office of Historic Preservation, California Historical Resources database indicated that the existing buildings located on-site are not listed in the National or California Registrar.<sup>3</sup> Neither are the buildings cited in the General Plan or other local documentation as being locally significant. As a result, no impacts to historic structures will occur.

- b) **Less than Significant Impact.** Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. The city will contact Tribal representatives as part of the AB 52 consultation process described in Section XVIII (Tribal Cultural Resources) of this Initial Study.

The Project site is located in an urbanized area of the city and is currently developed with existing industrial and commercial uses. The Project includes the demolition and removal of the existing buildings and redevelopment of the site. The Project does not include any subterranean levels, so no significant depth of excavation of the Project site beyond that needed for demolition and new footings would occur.

The Project would require minor grading, resulting in the export of approximately 1,250 cubic yards of soil. No archaeological resources are known to exist at the Project site, and the long-time development on the site would likely have excavated to similar depths, without result. Due to the disturbed nature of the site, and the lack of resources known to occur in the Project vicinity, impacts to archaeological resources are expected to be less than significant.

<sup>3</sup> California Office of Historic Preservation, <https://ohp.parks.ca.gov/listedresources/>. Accessed August 2023.

- c) **No Impact.** No cemeteries or human remains are known to occur onsite. It is unlikely that human remains will be uncovered during Project development, given the long-existing development of the property. However, should human remains be uncovered, California law requires that all activity cease and local law enforcement and the coroner be notified to determine the nature of the remains and whether Native American consultation is needed. This requirement of law assures that there will be no impact to cemeteries or human remains.

**Mitigation Measures:** None required.

<b>VI. ENERGY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

- a, b) **Less than Significant Impact.** Primary energy sources include fossil fuels (e.g. oil, coal, and natural gas), nuclear energy, and renewable sources (e.g. wind, solar, geothermal and hydropower). The site is served by Southern California Edison (SCE) for electricity and Southern California Gas Company (SoCalGas) for natural gas.

Energy resources would be utilized during both construction and operational activities. Construction-related energy demand comes from the operation of demolition and construction equipment and the manufacturing of construction materials. Fuel consumed by heavy equipment, such as petroleum and diesel, would be the primary energy resource expended over the course of both demolition and construction. However, petroleum and diesel use during construction would be temporary and minimal and would not be wasteful or inefficient.

Operational energy demand primarily comes from building/site lighting, and HVAC systems. These systems have been in use on the site for the existing buildings, although the age of these structures makes it likely that they operate at a less efficient level than those proposed for the Project. All commercial structures will be constructed in accordance with the City's Building Code and related construction codes (Title 15 – Building and Construction of the Paramount Municipal Code), and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Title 24 requires that new buildings reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Adherence to Title 24 will ensure the most efficient construction/building technologies are used, which will benefit overall building operations, ensure energy efficiency, and reduce wasteful and unnecessary consumption of energy resources. The proposed Project will conform to all pertinent energy conservation requirements. These requirements of law assure that future buildings on the site will not waste energy.

Operation would also result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. The Project will not interfere with increased fuel efficiency standards and will not result in wasteful, inefficient, or unnecessary consumption of transportation energy resources during operation.

SCE is committed to promoting renewable energy generation for its own operations and throughout the State and local communities. In 2019, about 48% of the power delivered to SCE customers came from carbon-free sources.<sup>4</sup> SCE's Pathway 2045 provides a roadmap to achieving statewide carbon neutrality that requires decarbonization of the State's economy, including the

<sup>4</sup> Website. Southern California Edison, <https://www.scecleanenergy.com/>. Accessed August 2023.

electric sector, natural gas and low-carbon fuels, transportation, and building construction and operation efficiencies.<sup>5</sup>

SoCalGas is also committed to energy and climate sustainability and investing in a diverse portfolio of technologies and applications to decarbonize, including the use of cleaner fuels like renewable natural gas. SoCalGas aspires to achieve net zero GHG emissions in both operations and delivery of energy by 2045.

The efficiency measures being implemented by both SCE and SoCalGas will assure that energy use at the site will have less than significant impacts on energy consumption.

**Mitigation Measures:** None required.

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<sup>5</sup> “Pathway 2045,” by Southern California Edison, November 2019. <https://www.edison.com/home/our-perspective/pathway-2045.html>. Accessed August 2023.



<b>VII. GEOLOGY AND SOILS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic related ground failure, including liquefaction?		X		
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) 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?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Sources: Report of Geotechnical Investigation Proposed Buildings, 15101 Paramount Boulevard, prepared by Garcrest Engineering and Construction, INC. June 26, 2023; Paramount Commercial Low Impact Development, prepared by NA Civil, July 2023; CA Department of Conservation EQ Mapp: California Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

- a.i) No Impact.** Major active faults are located to the south and west of the City. Based on current mapping available from the California Geological Survey (CGS), there are no known Alquist-Priolo Earthquake Fault Zones within the City limits. The nearest fault zone is the Newport

Inglewood Fault located approximately five miles southwest of the Project site.<sup>6</sup> Therefore, impacts related to rupture of a known earthquake fault would not occur, and there will be no impact.

- a.ii) **Less Than Significant Impact.** The Project is located in a seismically active region and would experience seismic ground shaking in the event of an earthquake. As stated previously, the closest active fault to the Project site is the Newport Inglewood fault. The Project applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards and applicable recommendations made in the Geotechnical Investigation Report prepared for the Project (please see Appendix B). Conformance with the City's current Building Code standards would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to groundshaking would be less than significant.
- a.iii) **Less than Significant with Mitigation.** Seismically induced liquefaction is the loss of soil strength caused by a sudden increase in pore water pressure shortly after an earthquake. Liquefaction is a phenomenon associated with shallow groundwater combined with the presence of loose, fine sands and/or silts within a depth of 50 feet below grade or less. Lateral spreading is a form of liquefaction-related hazard.

According to the Geotechnical Investigation Report, groundwater was encountered in on-site borings at a depth of approximately 44 to 48 feet below grade. The investigation also found some onsite soils may have susceptibility to seismically-induced liquefaction settlement. Based on the liquefaction analysis, the estimated settlements are considered high and exceed tolerable limits in their current state for conventional spread foundations and may require support from alternative foundation systems, or through ground modification techniques. Provided that grading, structural foundations, and other development plans for the Project site are designed in accordance with recommendations set forth in the Geotechnical Investigation Report (Mitigation Measure GEO-1), Project-related impacts from seismic-related ground failure will be less than significant.

- a.iv) **No Impact.** The Project site is not susceptible to landslides due to its relatively flat terrain and distance from mountainous slopes and hillsides. No impact will occur.
- b) **Less than Significant Impact.** The site is currently developed with impervious surfaces and landscaping. The entire site will be redeveloped as part of the Project, including pavement and landscaping, which would minimize soil erosion. The Project's construction will not result in soil erosion. In compliance with Chapter 8.20 of the City's Municipal Code, the Project applicant has prepared a Low Impact Development (LID) report. The LID report contains construction and post-construction Best Management Practices (BMPs) that would minimize erosion during the project's construction and operation.

Per Chapter 8.20 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 15.04 of the Municipal Code without implementing all stormwater and runoff pollution mitigation measures required by that permit. Project contractors must adhere to the minimum BMPs for the construction site. These BMPs may

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<sup>6</sup> California Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/eqzapp/app/>.

include the limiting of grading during rain events; planting vegetation on slopes; covering slopes susceptible to erosion; maintaining stockpiles of soil onsite; and containing runoff, spills, and equipment onsite. Adherence to the “good housekeeping practice” provisions and the construction BMPs will ensure that all potential impacts remain at a level that is less than significant.

**c) Less than Significant with Mitigation.**

Subsidence

As discussed above, the Project site is expected to be subject to liquefaction hazards, including seismically-induced settlement and seismically-induced lateral displacement. The Project applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards, applicable recommendations made in the Geotechnical Investigation Report, and any final updates recommended in conjunction with grading and building permits. Therefore, Project impacts related to geologic/soil instability would be less than significant with implementation of Mitigation Measures GEO-1.

Landslide and Rockfall

See Response VII.a.iv, above.

Liquefaction and Dry Sand Settlement

See Response VII.a.iii, above.

Hydrocollapsible Soils

Hydrocollapsible soils are subject to collapse upon the introduction of water. The volume of collapsible soils reduces when the pores in the soil become saturated, causing loss of grain-to-grain contact. Collapsible soils can cause uniform or differential damage to foundations and walls built on this soil type. Based on the results of the Geotechnical Investigation Report, the onsite soils do not exhibit a significant collapse potential, and impacts are expected to be less than significant.

- d) Less than Significant Impact with Mitigation.** The native soils encountered at the site generally consist of medium stiff to very stiff sandy silt and medium dense to dense silty sand and sand soils. There does not appear to be expansive clays or soils exhibiting shrink-swell characteristics onsite. Nonetheless, adherence to the recommendations set forth in the Geotechnical Investigation Report (Mitigation Measure GEO-1) will assure all geotechnical issues are appropriately addressed, including removal and recompaction of collapsible or weak soils during the grading phase. Compliance with recommendations in the Geotechnical Investigation Report will ensure Project impacts are less than significant.
- e) No Impact.** The subject property is in an urban area that is served by a community sewer system, and the proposed Project will be connected to the sewer system. The Project will not result in new septic tanks or alternative wastewater disposal systems. No impact will occur.
- f) No Impact.** The Project site is currently developed, and onsite soils have been heavily disturbed due to previous grading. The Project will require minor grading but does not include any subterranean levels, so no substantial excavation of the Project site would occur. Due to the extensive disturbance that has already occurred onsite, no paleontological resources or geologic features are anticipated to be encountered during the Project’s construction phase. As a result, no impacts to paleontological resources will occur.

**Mitigation Measures:**

**GEO-1** Development of the Project shall adhere to the recommendations set forth in the Project-specific Geotechnical Investigation (see Appendix B of this document).

**Monitoring:**

**GEO-A** The City shall review and approve grading and building plans prior to the issuance of ground disturbing permits to ensure plans adhere to the recommendations set forth in the Project Geotechnical Investigation Report.

**Responsible Parties:** Project applicant, construction manager, Planning Department, City Engineer.

<b>VIII. GREENHOUSE GAS EMISSIONS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated compounds. GHGs are emitted during natural and anthropogenic (human-caused) processes. Anthropogenic emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming.

State laws, such as Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32), require cities to reduce greenhouse gas emissions to 1990 levels by the year 2020. SB 32 is the extension of AB 32 and requires the state to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030. The City of Paramount adopted a Climate Action Plan (2021) that is consistent with the goals of AB 32 and S-3-05, which calls for a statewide GHG emission reduction to 80% below 1990 levels by 2050.

**a, b) Less than Significant Impact.** The proposed Project will generate GHG emissions during both construction and operation. As described in Section III (Air Quality), the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.20 was used to project the Project's air quality emissions, including greenhouse gas emissions (Appendix A). Applicable standard requirements and best management practices (BMPs) were included in the model, including the implementation of a dust control and management plan in conformance with SCAQMD Rule 403, phased application of architectural coatings, and the use of low-polluting architectural paint and coatings per SCAQMD Rule 1113. Projected short-term construction and annual operational GHG emissions associated with Project buildout are described below and shown in Table 5.

#### Construction Emissions

Construction activities, including operation of construction equipment, employee commute, and material hauling, will generate short-term GHG emissions. As shown in Table 6, the Project is projected to generate 646 MTCO<sub>2</sub>e of GHG emissions during the 1.5-year construction period. There are currently no construction related GHG emission thresholds for commercial projects of this nature. To determine if construction emissions will result in a cumulatively considerable impact, buildout GHG emissions were amortized over a 30-year period and added to annual operational emissions to be compared to applicable GHG thresholds (see Table 6, below).

#### Operational Emissions

The Project site currently generates GHG emissions associated with the existing hardware and lumber store activities on the site. This analysis was prepared to determine the net increase associated with the replacement of the existing uses by the proposed Project. Existing GHG emissions were estimated, and are shown in Table 5.

**Table 5**  
**Existing Use: Projected GHG Emissions Summary**  
**(metric tons/year)**

Operational Emissions Sector	CO <sub>2</sub> e (MT/YR)
Area	0.82
Energy	109
Mobile	316
Waste	140
Water	9.08
Refrigerants	0.03
<b>Total</b>	<b>574.93</b>

Emission Source: CalEEMod Version 2022.1.1.20.

At buildout, there are five emission source categories that will be contributing either directly or indirectly to operational GHG emissions, including energy/electricity usage, water usage, solid waste disposal, area emissions (pavement and architectural coating off-gassing), and mobile sources. Table 6 provides a summary of the projected short-term construction and annual operational GHG generation associated with buildout of the proposed Project.

**Table 6**  
**Proposed Project: Projected GHG Emissions Summary**  
**(metric tons/year)**

Phase	CO <sub>2</sub> e (MT/YR)
<b>Construction</b>	
2024	245
2025	303
Construction Total:	548
<b>Operational</b>	
Area	0.63
Energy	236
Mobile	2,437
Waste	68.4
Water	9.0
Refrigerants	800
Construction, 30-year amortized <sup>1</sup>	18.26
Operational Subtotal (Proposed)	3,569.29
Emissions from existing use	-574.93
<b>Project Net Emissions</b> (including 30-year amortized construction, with existing emissions subtracted)	<b>2,994.36</b>
<b>SCAQMD Tier 3 Threshold</b>	<b>3,000</b>
<b>Exceeds?</b>	<b>No</b>

<sup>1</sup> Buildout construction GHG emissions amortized over 30 years. 548/30 = 18.27

Emission Source: CalEEMod Version 2022.1.1.20.

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold of 10,000 MTCO<sub>2</sub>e/yr that only applies to industrial uses' stationary sources where SCAQMD is the lead agency (SCAQMD Resolution No.08-35). This threshold was adopted based upon an October 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach. It was recommended by SCAQMD staff that a project's greenhouse gas emissions would be considered significant if it could not comply with at least one of the following "tiered" tests:

- Tier 1: Is there an applicable exemption?
- Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- Tier 3: Is the project below an absolute threshold (10,000 MTCO<sub>2</sub>e/year for industrial projects; 3,000 MTCO<sub>2</sub>e/year for residential and commercial projects)?
- Tier 4: Is the project below a (yet to be set) performance threshold?
- Tier 5: Would the project achieve a screening level with off-site mitigation?

As shown in Table 6, the proposed Project will generate net emissions that are lower than the SCAQMD threshold under Tier 3 of SCAQMD's tiered GHG analysis recommendations. Therefore, the Project's impacts on GHG emissions will be less than significant.

#### Consistency with GHG Reduction Plans

The City adopted its 2021 Climate Action Plan (CAP) in July 2021. The CAP establishes a community-wide reduction target for 2030 of 40% below baseline emissions (2010), consistent with California's statewide goal to achieve a 40% reduction by 2030, as mandated by SB 32, and with guidance from OPR.<sup>7</sup> The City's baseline (2010) emissions are 374,797 MTCO<sub>2</sub>e. To achieve the 40% emissions reduction target, the City needs to reduce emissions by 149,919 MTCO<sub>2</sub>e for an annual total of 224,878 MTCO<sub>2</sub>e by 2030. The CAP found that 112,471 MTCO<sub>2</sub>e could be reduced from state measures, 4,116 MTCO<sub>2</sub>e from regional measures, and 45,128 MTCO<sub>2</sub>e from local Measures. After applying reductions from state, regional and local reduction measures, the CAP determined the City would fall short of the 2030 target by 20,377 MTCO<sub>2</sub>e. Nevertheless, the GHG reduction measures in the CAP are imperative for keeping the City on track to meet the statewide GHG emission reduction target of 80% below 1990 levels by 2050.

In addition to measures provided in the CAP, future emissions reductions are expected to result from regulations passed since the 2021 CAP, as well as forthcoming regulatory or technological improvements. For example, the 2022 California Building Code, including the California Energy Code and California Green Building Standards Code (CALGreen), was made effective as of January 1, 2023, and has been adopted by the City. The 2022 Building Code sets forth stringent energy efficiency requirements and standards for new development that support the goals of the Statewide GHG reduction plans. The California Energy Commission estimates that increases in energy efficiency and on-site generation in the 2022 Energy Code could result in the reduction of 10 million metric tons of CO<sub>2</sub>e over the next 30 years.<sup>8</sup>

Furthermore, the GHG emissions associated with the utilities provided to the Project would also be reduced. Under Senate Bill 350 (SB 350), the Renewable Portfolio Standard will require utilities and electric service providers to purchase 50% renewable energy resources by 2030.

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<sup>7</sup> City of Paramount Climate Action Plan (July 2021).

<sup>8</sup> 2022 Energy Code Title 24, Part 6 Fact Sheet, Ace Resources.

The Project's consistency with applicable reduction measures is shown in Table 7. It should be noted that the majority of reduction measures provided in the CAP are dependent on third party actions, including the City and utility companies.

Overall, the Project is considered consistent with local and state GHG reduction measures, and impacts would be less than significant, and mitigation would not be required.

**Table 7**  
**Consistency with the City's 2021 Climate Action Plan**

<b>Reduction Measure</b>	<b>Consistency</b>
<b>Measure EE2: Promote Green Building in New Construction and Major Renovations:</b> Increase the number of new community and municipal buildings in the City that exceed minimum Title 24 standards; and increase the number of community and municipal buildings achieving LEED or EnergyStar® certification.	<b>Consistent:</b> Project design will comply with all requirements in the 2022 California Building Code, including Title 24 Energy Efficiency Standards. The 2019 Code was enforced when the CAP was developed, and because the 2022 Code further increased energy efficiency requirements of the 2019 Code, the Project will therefore be required to comply with standards that exceed the 2019 Code.
<b>Measure RE1: Increase Local Renewable Energy Generation:</b> Increase local rooftop solar PV installations by 250 to 500 residential buildings by 2030 from a 2010 baseline; and increase local rooftop solar PV installations by 50 commercial buildings by 2030 from a 2010 baseline.	<b>Consistent:</b> The Project will comply with the 2022 California Building Code, including the Energy Code which requires new commercial buildings be equipped with solar.
<b>Measure LU1: Promote Smart Growth, Transit-Oriented Development (TOD) and Complete Neighborhoods):</b> By 2030, increase residential and employment density by 15 percent as compared to business-as-usual.	<b>Consistent:</b> The Project will increase the employment density on the Project site. The previous use was a hardware store and lumber storage yard, which was a passive use of much of the site. The Project would increase employment by approximately 200 jobs.
<b>Measure WA1: Promote Water Conservation:</b> By 2030, achieve a 30 percent per capita reduction in water consumption from a 2010 baseline.	<b>Consistent:</b> The Project will be required to comply with the City's water-efficiency requirements of Municipal Code Chapter 17.96 (Water-Efficient Landscape Provisions) and Section 13.09.100, Model Water Efficient Landscaping Requirements.

Source: City of Paramount Climate Action Plan. July 2021.

**Mitigation Measures:** None required.



<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous 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?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Sources: CalEPA. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List).; CalEPA Envirostor. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=15101+paramount>

**a, b) Less than Significant Impact.** Historical aerials of the site indicate that the existing structures were in place around 1987, and potentially earlier.<sup>9</sup>

#### Demolition Activities

Given the age of the existing structures, it is possible that asbestos-containing materials (ACMs) and lead-based paint (LBP) could be encountered during demolition. Therefore, the Project applicant would be required to provide a letter to the Building and Safety Division from a qualified asbestos abatement consultant indicating that no ACMs are present in the building as part of the Project permitting process, and prior to any demolition activity.

<sup>9</sup> Historical Aerials by Netronline, <https://www.historicaerials.com/viewer>. Accessed August 2023.

If asbestos-containing materials (ACMs) are found to be present, the ACMs would need to be abated in compliance with SCAQMD's Rule 1403, as well as other applicable state and federal rules and regulations. Also, the Project applicant would be required as part of the Project permitting process to submit an LBP survey to the Building and Safety Division. Should lead-based paint (LBP) materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations. Adherence to the City's standard permitting process requirements described above, SCAQMD Rule 1403 and County and State law will assure that potential impacts related to ACM and LBP would be less than significant.

#### Construction Activities

The construction phase of the Project would involve the use of heavy equipment and vehicles, which will use limited quantities of oil and fuels and other potentially flammable substances. During construction, equipment could require refueling and minor maintenance on site that could lead to fuel and oil spills. The contractor will be required to identify a staging area for storing materials and will be subject to Federal and State laws regarding the handling, storage, and use of hazardous materials during construction. Any accidental spills involving petroleum during construction will require immediate clean up per State and/or Federal standards and protocols. Petroleum-based products must be stored in proper drums pursuant to State and Federal standards. Therefore, with implementation of Federal, State and local law and standard requirements, the project's construction will result in less than significant impact.

#### Operations

Due to the nature of the Project (grocery store and fast foot restaurants), no hazardous materials will be used onsite beyond those which are used for routine cleaning and maintenance. These chemicals will be transported and stored within the Project site. These will occur in limited quantities and will not require a hazardous material handling/storage permit. The manner in which commercial chemicals are stored and handled is highly regulated by the Fire Department, County and State. These standard requirements will assure that impacts associated with commercial-use quantities of chemicals will be less than significant.

- c) **Less than Significant Impact.** The Project site is 0.1 miles west of Lincoln Elementary School. Due to the nature of the proposed project (grocery store and fast-food restaurants), no hazardous materials will be used onsite beyond those which are used for routine cleaning and maintenance. The Project will not result in an increased hazard to the school, because no significant amount of hazardous materials will be stored, transported or used within the Project. As a result, the potential impacts are considered to be less than significant.
- d) **No Impact.** The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List-Site Cleanup (Cortese List). In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST). A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists. Therefore, no impacts will occur.
- e) **No Impact.** The Project site is located 4.35 miles west of the Compton/Woodley Airport and 4.7 miles north of the Long Beach Airport. The Project planning area is well outside the airports' planning boundary and operational and navigational hazard areas. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working at the Project site, and no impacts would occur.

- f) **No Impact.** The Project will not physically interfere with emergency response or evacuation plans. At no time will Paramount Boulevard or Somerset Boulevard be completely closed to traffic. A construction access plan will be required by the City to assure the Project does not interfere with emergency access during construction. The Project will be required to comply with police and fire department regulations to assure adequate emergency access and vehicle turnaround space both during construction and for the long term. No impacts are expected.
- g) **No Impact.** The Project area is urbanized and there are no areas of native vegetation found within surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from offsite locations.

**Mitigation Measures:** None required.

<b>X. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
(i) result in substantial erosion or siltation on- or off-site;			X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) impede or redirect flood flows?			X	
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Sources: City of Paramount 2020 Urban Water Management Plan, prepared by Risk Management Professionals; Draft Hydrology and Hydraulics for Paramount Commercial, prepared by NA Civil, July 2023; FEMA National Flood Hazard Layer Viewer, website accessed August 2023.

**a, e) Less Than Significant Impact.** Development of the Project includes demolition of the existing structures, site preparation, construction of new buildings, new pavement areas, and infrastructure improvements. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. According to Chapter 8.20 of the City's Municipal Code, the project Applicant is required to prepare a Low Impact Development (LID) report. The LID report will implement standards and practices for stormwater pollution prevention and provide documentation to demonstrate compliance with the City's National Pollutant Discharge Elimination System

(NPDES) permit on the plans and permit applications submitted to the City. The NPDES requires the preparation of a stormwater pollution prevention plan (SWPPP) in conjunction with grading permit applications, which also include construction best management practices (BMPs) that would minimize erosion during the Project's construction and operational phases.

The use of BMPs during construction implemented as part of a stormwater pollution prevention plan (SWPPP) as required by the NPDES General Construction Permit and the City Stormwater Management Plan would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

- b) Less than Significant Impact.** The City of Paramount provides domestic water services to the Project site. The City's current water system includes three wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. The City has three primary water sources including groundwater, imported water (surface), and recycled water. The City obtains water from groundwater wells withdrawing from the Central Subbasin, and water (both potable and recycled) imported from the Central Basin Municipal Water District (CBMWD), which receives the majority of its water from the Metropolitan Water District of Southern California (MWD), which obtains its water from the State Water Project and the Colorado River Aqueduct. The Central Subbasin is adjudicated and the amount allocated to each user will likely never increase.

The City is responsible, under the California Water Code, for analyzing its current and future water supply, and assuring that sufficient supply is available to serve land uses within its jurisdictional boundaries through the preparation of an Urban Water Management Plan (UWMP), the most recent one being the 2020 UWMP.

During construction, water demand will be limited and temporary and used for dust control purposes, including the routine spraying of ground surfaces and construction equipment. During operation, water will be used for commercial and restaurant purposes and landscape irrigation. The American Water Works Association Research Foundation (AWWARF) has developed demand factors for land use categories including commercial uses. As shown in the table below, the site is currently generating a water demand of approximately 4.33 AFY. The Project has the potential to generate a demand of 10.95 acre-feet per year, which is a net water demand of 6.62 AFY.

**Table 8**  
**Water Demand at Project Buildout**

Land Use	Unit	Water Consumption Factor	Water Demand (gpy)	Total Water Demand At buildout (AFY)
<b>Existing Uses</b>				
Commercial (general/office)	40,315	35 gallons/S.F./year	1,411,025	4.33
<b>Proposed Uses</b>				
Supermarket	23,256 S.F.	80 gallons/S.F./year	1,860,480	5.71
Restaurant	5,160 S.F.	331 gallons/S.F./year	1,707,960	5.24
Proposed Total				10.95
<b>NET TOTAL WATER DEMAND</b>				<b>6.62</b>

The proposed Project is consistent with the land use designation assigned to it in the General Plan, on which, in part, the City based its future water demand analysis contributing to the 2020 UWMP. According to the UWMP the City consumed 5,427 acre-feet of water in 2020 with a projected demand of 5,955 AFY in 2025.<sup>10</sup> The estimated increase from the proposed Project represents 0.1% of the projected 2025 demand. This increase in water usage is well within the City's projected water availability estimates. No new wells or additional water infrastructure are proposed. The project will connect to existing water lines beneath Colorado Avenue. Therefore, project impacts associated with domestic water demand are expected to be less than significant.

The project will be required to comply with the City's water-efficiency requirements of Municipal Code Chapter 17.96 (Water-Efficient Landscape Provisions) and Section 13.09.100, Model Water Efficient Landscaping Requirements. Buildings will be equipped with water efficient fixtures in compliance with Municipal Code requirements to reduce water consumption. Implementation of these and other applicable requirements will assure that water-related impacts remain at less than significant levels.

- c i-iv) Less Than Significant Impact.** The Project site consists of generally flat terrain that gently slopes to the west (2-3%) and contains no rivers or streams. The site is currently developed with industrial and commercial structures and a paved parking lot. Development of the Project includes demolition of the existing structures, site preparation, construction of new buildings, new pavement areas, and infrastructure improvements. Onsite storm flows would be comparable to existing conditions.

The proposed onsite drainage system was designed to meet or exceed the requirements of the Los Angeles County Hydrology Manual. Flow rates and volumes were calculated via the County-generated HydroCalc software for the 10-, 25- and 50-year rainfall events selected as the design storms. According to the Project hydrology report, onsite stormwater flows will be conveyed in a westerly direction via sheet flow concentrated in concrete v-gutters. Initial low-flow runoff will be discharged to proposed underground infiltration devices, while overflow runoff will be conveyed either offsite via parkway culverts, or into an onsite storm drain piping system to be ultimately discharged into catch basins on either Paramount Boulevard or Somerset Boulevard. The proposed onsite underground infiltration chambers and overflow structures are adequately sized to convey the 50-year storm event.

As part of the drainage design implementation, City-required BMPs will reduce pollutants of concern that may enter nearby receiving waters and help reduce short and long-term water quality impacts caused by the construction and operation of the proposed Project. Approval of the WQMP, SWPPP, and the required BMPs will reduce impacts to surface waters by reducing erosion, siltation, and eliminating pollutants in storm flows. With the implementation of this standard requirement, the impacts to downstream water bodies associated with surface water pollution will be less than significant.

- d) Less than Significant Impact.** The subject property is designated Zone X, which represents areas determined to be outside the 0.2% annual chance floodplain on FEMA's Flood Insurance Rate Maps (FIRM) (Map No.: 06037C1820F). The site is not located in a 100-year or 500-year FEMA Flood Zone. Implementation of the proposed onsite drainage retention facilities will further ensure that the Project will have a less than significant impact on impeding or redirecting flood flows.

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<sup>10</sup> Table 4.1.7 Demands for Potable and Raw Water – Projected, City of Paramount 2020 Urban Water Management Plan.

According to the City of Paramount's Draft 2022 Hazard Mitigation Plan (HMP), the City is located in the dam inundation zones for the Whittier Narrows Dam and the Hansen Dam.<sup>11</sup> The HMP identifies the risk for dam failure, specifically the Whittier Narrows Dam, to be a "very high urgency" due to its age and susceptibility to erosion. In response to this urgency, the U.S. Army Corps of Engineers will begin the Whittier Narrows Dam Project in 2025 to reinforce the dam by adding hardening features.<sup>12</sup> Completion of the Army Corps project would reduce the dam's risk of potential failure, and as a result the impacts from flooding from dam or levee failure is anticipated to be less than significant.

The Project site is inland approximately 9.35 miles from the Pacific Ocean and not subject to tsunami hazards. A seiche in the Los Angeles River is not likely to happen due to the current level of channelization and volume of water present. In addition, the river is located 1.4 miles to the west of the Project site. Therefore, the potential impacts are considered to be less than significant.

**Mitigation Measures:** None required.

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<sup>11</sup> City of Paramount Draft Hazard Mitigation Plan, prepared by Risk Management Professionals, August 2022.

<sup>12</sup> News article. KCRW, "Whittier Narrows Dam, age 65, is due for an upgrade." By Andrea Bautista, January 3, 2023.

<b>XI. LAND USE AND PLANNING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Sources: City of Paramount 2007 General Plan.

a) **No Impact.** The Project site is currently developed with industrial and commercial uses. The surrounding area is developed with a mix of commercial retail and residential uses. All commercial uses and residential communities operate independently and will not be divided by the Project. The Project will not physically divide an established community, and no impact will occur.

b) **Less Than Significant Impact.**

#### General Plan

The Project site is designated as Central Business District Area Plan in the General Plan. Area Plans are designed to establish more specific policies in selected areas of the City, including those areas targeted for special revitalization and redevelopment efforts. The intent and purpose of the Central Business District Area Plan is to guide major development in the town center, civic center, and lumber yard areas; guide reuse in the Paramount Boulevard/Somerset Boulevard and Alondra Boulevard (east of Downey Avenue) areas; and guide rehabilitation and smaller scale redevelopment, as appropriate, throughout the remainder of the district. The Project proposes to redevelop an existing outdated commercial site with new commercial uses, which is consistent with the intent of the Central Business District Area Plan

The Project is consistent with the following General Plan Land Use Element policies:

*Central Business District Area Plan Policy 1.* All new development within this planning area shall be subject to the Central Business District architectural guidelines.

*Central Business District Area Plan Policy 2.* Land uses shall be limited to commercial or office uses, except as otherwise indicated on the General Plan Land Use Map.

Project Consistency: The Project's goals are to ensure high-quality commercial development which is therefore consistent with the Paramount General Plan. No conflict would occur.

#### Zoning

The project site is zoned for Planned Development with Performance Standards (PD-PS) and currently allows industrial uses, although a mix of commercial and quasi-industrial uses occur on the site. The applicant is applying for the following permits: a Zone Change to change the allowable uses onsite from industrial uses to the proposed commercial uses, a Conditional Use



Permit to allow drive-thru restaurants, outdoor dining seating, and the sale of alcohol (Sprouts Market), and Development Review to ensure the Project meets the City's development standards.. The proposed land uses are currently permitted or conditionally permitted in the Project area, and extension onto the Project site will not conflict with surrounding land uses; therefore, the Project is consistent with the city's existing commercial development pattern and will not conflict with existing zoning. Further, the Project is designed to be consistent with the City's development standards, and will implement contemporary commercial architecture. Therefore, impacts are considered less than significant.

**Mitigation Measures:** None required.

<b>XII. MINERAL RESOURCES</b> <b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**a, b) No Impact.** The Project Site is located in an urbanized part of the City and is developed with industrial and commercial uses. The site is not in area that contains aggregate resources and is not identified as a mineral resource recovery site.<sup>13</sup> The Project site is surrounded by existing urban development, making it unsuitable for mineral extraction operations. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The proposed project would result in no impacts to mineral resources.

**Mitigation Measures:** None required.

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<sup>13</sup> Updated Designation of Regionally Significant Aggregate Resources in the San Gabriel Valley Production-Consumption Region, Los Angeles County, State Mining and Geology Board, April 2014.

<b>XIII. NOISE</b>				
<b>Would the Project result in:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Sources: Paramount 2007 General Plan.

- a) **Less than Significant Impact.** Noise sources can be divided into two general categories, transportation sources (primarily traffic) and non-transportation or “stationary” sources. Transportation sources are by far the largest contributor to community noise levels. Local government has little direct control over transportation noise; rather, state and federal agencies assume the responsibility over vehicle noise emission levels. Methods to reduce the impacts of noise on sensitive land uses may include vehicle trip reduction, noise barriers, and setbacks.

Table 5-3 (Noise and Land Use Compatibility Guidelines) of the General Plan Health and Safety Element shows acceptable noise levels for various land uses. Acceptable exterior noise levels for commercial development range from 65 to 75 dBA CNEL. These noise levels do not include construction-related noise levels, as construction activities generate temporary noise. General Plan standards are supplemented by Municipal Code Chapter 9.12 (Noise), which regulates noise throughout the City.

The subject property is currently developed and generating noise from operation of existing industrial and commercial uses and traffic. The main noise source in the area is vehicular traffic on Paramount Boulevard, Colorado Avenue and Somerset Boulevard. The surrounding area mainly consists of commercial development, with residential development occurring at the southwest corner of the Project, and south of Adams Street. The nearest sensitive receptors are the single-family residences immediately south of Project site at the northeast corner of Colorado Avenue and Adams Street.

#### Construction Noise Impacts

Noise generating construction activities would include demolition, site preparation, excavation, grading, and the construction and finishing of the proposed buildings. Noise levels surrounding the Project site could be elevated for short periods of time during the demolition, site preparation, and grading periods, as heavy equipment moves through the site. These noise levels would be

limited to the less sensitive daytime hours, would move across the site rather than being stationary, and would cease once building construction began. Construction activities, which use less heavy equipment, would also produce noise, but at lower levels than the heavy equipment used in demolition and grading. Construction activities will comply with the City's Municipal Code Chapter 9.12, which exempts construction noise from 7am to 8pm. Adherence to these restrictions will ensure that construction-related impacts are compatible with the Municipal Code and less than significant.

#### Operational Noise

At buildout, principal Project-related noise sources will include vehicular traffic accessing the site, rooftop air conditioning units, drive-thru speakerphones, trash enclosure activity, parking lot vehicle movements, and landscaping equipment. However, the Project will be required to comply with the noise level limits of Municipal Code Chapter 9.12, which allows a daily maximum of 82 decibels and a night maximum of 77 decibels for commercial zones. The Project is not expected to permanently increase ambient noise levels such that they exceed the City's standard of 75 dBA CNEL for commercial uses.

While Exhibit 5-2 (Noise Exposure-Noise Sensitive Land Uses) of the General Plan Health and Safety Element shows there are no noise sensitive land uses adjacent to the site, there are four single-family residences located immediately south and adjoining the site. A concrete wall is proposed on the south side of the Project site, adjacent to these homes, which will attenuate noise from the Project's loading area at the Sprouts market. On the east side of the homes, the Starbucks drive-thru will result in cars idling across the alley from the eastern-most home, which has limited window openings on its eastern side. Further, the ordering station is located on the south side of the building, 40 to 50 feet to the east. The distance from the ordering station will assure that its noise levels, which will be periodic, will be reduced. These site design features will reduce noise levels to the four homes located south and east of the Project site to less than significant levels.

- b) **Less Than Significant Impact.** Groundborne vibration would produce groundborne noise, which is a rumbling sound. During construction of the proposed Project, groundborne vibration and/or groundborne noise would be generated, which could be felt by adjacent land uses. Demolition and construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type.

It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion due to heavy construction equipment and trucks. The Municipal Code exempts construction activities from short-term, short-duration noise standards when they are conducted during permitted time frames. The City will require that construction activity comply with Chapter 9.12 of the Municipal Code, which limits construction activity to hours discussed in response a), above. These requirements will reduce impacts to less sensitive daytime hours and assure that short-term groundborne impacts will be less than significant. The Project does not propose industrial or manufacturing uses that would have operational sources of groundborne vibrations. Impacts will be less than significant.

- c) **No Impact.** The Project site is located 4.35 miles west of the Compton/Woodley Airport and 4.7 miles north of the Long Beach Airport. The Project planning area is well outside of existing and modeled future airport noise contours. Therefore, no impacts would occur.

**Mitigation Measures:** None required.

<b>XIV. POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Induce substantial unplanned 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

- a) **Less Than Significant Impact.** The site is currently developed with industrial and commercial uses that will be demolished as part of the Project. The Project will result in the redevelopment of the site to include commercial and restaurant uses that would be served by existing roadways and utility infrastructure. The Project does not propose new homes that would directly induce population growth. The types of jobs that would be made available by the Project could be filled by people already living in the Project area and surrounding communities. As a result, the impacts are less than significant.
- b) **No Impact.** No housing currently exists within the project boundary and the proposed Project will not displace existing housing or require the construction of replacement housing elsewhere.

**Mitigation Measures:** None required.

<b>XV. PUBLIC SERVICES</b>				
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?				X
Other public facilities?				X

Sources: City of Paramount Public Safety Department, website. Accessed August 2023.

<https://www.paramountcity.com/residents/public-safety>.

#### Fire Protection:

**Less Than Significant Impact.** The Los Angeles County Fire Department (LACFD) provides fire protection service for the City of Paramount. The nearest fire station, Station 31, is located 0.4 miles west at 7521 East Somerset Boulevard, and has two fire engines and one paramedic squad. Project development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The proposed Project would only place a marginal increased demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes, and is already served by the Department because of existing uses. In addition, the Project will not affect response times or department capacity. Therefore, Project impacts will be less than significant.

#### Police Protection:

**Less Than Significant Impact.** The Los Angeles County Sheriff's Department provides law enforcement services throughout the City. Currently, the City is staffed with 30 Sheriff's personnel including patrol deputies, a detective team, a special assignment team, and supervisors. In addition, the City contracts with the County of Los Angeles for a dedicated probation officer and a dedicated district attorney.

The City is served by the Lakewood Station at 5130 Clark Avenue in Lakewood and by a substation located near the intersection of Paramount and Somerset Boulevards, immediately north of the Project site. Emergency response times are approximately three minutes throughout the City. The site's existing uses are currently served by the Department, and the Project will only marginally increase demand. To ensure the proposed project elements adhere to the City's security requirements, the Los Angeles County Sheriff's Department will review the site plan and other plans for the proposed Project to ensure that the development adheres to Department requirements. Therefore, the potential impacts will be less than significant.

Schools:

**Less Than Significant Impact.** The City is served by the Paramount Unified School District (PUSD), which serves kindergarten through twelfth grades and consists of nine elementary schools, two intermediate schools, one high school, a continuation school, and an adult education school. The Project consists of commercial development and will not directly increase the student population. Nevertheless, the Project applicant would be required to pay any pertinent development fees to the local school districts. As a result, the proposed project's impacts on school facilities are considered to be less than significant.

Parks/ Other Public Facilities:

**No Impact.** The Project does not include residential uses that would increase the need for parks and recreational facilities. As such, the Project would not create the need for new parks and recreational facilities. Therefore, no impacts related to parks and recreational facilities would occur as a result of the Project.

**Mitigation Measures:** None required.

<b>XVI. RECREATION</b>				
<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Sources: City of Paramount Community Services Department website, accessed August 2023.  
<https://www.paramountcity.com/government/departments/recreation>.

- a, b) No Impact.** The City of Paramount Community Services Department operates ten parks and offers a variety of recreational activities such as sports, senior programs, classes, and events. It is expected that the proposed Project will be staffed by existing and future residents occurring as a result of annual growth. The Project does not propose residential uses, which would directly increase the city's population and demand for recreational resources. The proposed Project is not expected to require the construction or expansion of recreational facilities, nor will it result in a noticeable increase of use, if any. No adverse impacts to recreational facilities are expected.

**Mitigation Measures:** None required.



<b>XVII. TRANSPORTATION</b>				
<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				X

Sources: Local Transportation Assessment, 15101 Paramount Project, prepared by Linscott, Law & Greenspan, Engineers, September 13, 2023; 15101 Paramount Boulevard Project – Vehicle Miles Traveled Assessment Memorandum, prepared by Linscott, Law & Greenspan, Engineers, July 11, 2023; 15101 Paramount Boulevard Project – Supplemental Transportation Assessment, prepared by Linscott, Law & Greenspan, Engineers, March 6, 2024.

- a) Less than Significant Impact.** The City maintains, in its General Plan, standards and requirements for acceptable Levels of Service (LOS) for City roadways of LOS D. In order to determine whether the Project would generate traffic which would cause any of the studied intersections to exceed these General Plan standards, a Local Transportation Assessment was prepared for the Project, and is provided in Appendix C, and a supplemental Transportation Assessment was prepared to address site plan modifications, and is provided in Appendix E. The Assessments analyzed the Project site plan, and assumed that access would occur at two right-in-right-out drives on Colorado Avenue, two right-in-right-out drives on Paramount Boulevard, and one alley on Adams Street.

The Assessments calculated the trips generated by the existing uses on the site, and determined that these total 387 trips per day (ADT). The Assessment then considered the gross trip generation of the Project (5,882 ADT), and deducted the existing trips, for a resulting net trip generation of 5,495 ADT, of which 468 ADT will occur during the morning peak hour, and 425 ADT will occur during the evening peak hour. The Assessment considered the Project's impacts on four Project area intersections:

- Colorado Avenue/Somerset Boulevard (unsignalized)
- Paramount Boulevard/Somerset Boulevard (signalized)
- Paramount Boulevard/Jefferson Street (signalized)
- Paramount Boulevard/Project driveway (future, unsignalized)

The analysis found that under existing (2023) conditions, all 3 existing intersections operate at LOS D or better, which meets the City's General Plan standard. The analysis further found that in Year 2025, and including ambient growth and cumulative projects, with or without the Project, the intersection of Colorado/Somerset would operate an unacceptable LOS during the peak hour. The Assessment found that at the approach to the intersection, northbound Colorado, if restriped for

one shared left turn/through lane and a dedicated right turn lane (which can be incorporated into the existing half-width of Colorado), as well as the implementation of Transportation Demand Management measures, such as employee alternative transportation information, including transit. These measures will be incorporated into the Project's conditions of approval to maintain consistency with City General Plan standards and requirements.

#### Transit, Bike and Pedestrian Access

There are existing sidewalks on all four sides of the proposed Project on Paramount Boulevard, Colorado Avenue, Somerset Boulevard, and Adams Street which will be maintained under the proposed Project. Pedestrian access will also be provided within the Project via ADA-compliant walkways that will connect the interior of the Project to City sidewalks.

There are no bike lanes existing or planned immediately adjacent to the proposed Project, but existing and planned bike lanes occur within less than a mile of the Project, on Jefferson Street, east and west of Paramount Boulevard<sup>14</sup>. These facilities will be available for Project customers during operation of the Project.

Both the Los Angeles Metropolitan Transportation Authority and Long Beach Transit provide bus service adjacent to the Project site. Two Los Angeles routes (#127 and #265) provide service, and two Long Beach routes (#21 and #23) are available immediately adjacent to the site.

The Project is located in the center of the City's commercial core, and will be accessible by pedestrians, bicyclists and transit riders on existing facilities. No change to alternative transportation will result from the Project, and no impact to these facilities will occur.

- b) Less than Significant Impact.** SB 743 requires amendments to the CEQA Guidelines (pre-2019) to provide an alternative to LOS for evaluating transportation impacts. CEQA Guidelines were amended to require all lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based level of service (LOS) for identifying transportation impacts. This statewide mandate went into effect July 1, 2020.

The CEQA Guidelines have since been updated to allow for lead agency discretion in establishing methodologies and thresholds consistent with the intent of the legislation. The City utilizes the methodology set forth in the Los Angeles County Public Works Transportation Impact Guidelines (dated July 23, 2020) for VMT assessments. The County guidelines offer the following four (4) types of screening criteria which may be applied to screen proposed projects out of detailed VMT analysis

- Non-Retail Project Trip Generation Screening Criteria
- Retail Project Site Plan Screening Criteria
- Proximity to Transit Screening Criteria
- Residential Land Use Screening Criteria

A Project-specific VMT analysis was prepared by Linscott, Law & Greenspan Engineers in July 2023 (Appendix D). Based on a detailed review of the County's VMT screening criteria, the VMT assessment determined that the Project satisfies the retail project site plan criteria. Section 3.1.2.2 of the County Guidelines states:

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<sup>14</sup> Bellflower-Paramount Active Transportation Plan. June 2019.

“A project that contains a local serving retail use is assumed to have less than significant VMT impacts for the retail portion of the project. If the answer to the following question is no, a less than significant determination can be made for the portion of the project that contains retail uses: Does the project contain retail uses that exceed 50,000 square feet of gross floor area?”

The Project proposes a combined retail square footage of 30,904 S.F., which is below the 50,000 S.F. threshold. Therefore, the project meets the condition to presume less than significant transportation impacts stated in CEQA Guidelines Section 15064.3 and therefore screens out of further VMT analysis.

- c) **Less than Significant Impact.** The subject property is located in an urban area and accessed via existing streets and intersections. The mix of vehicles associated with the Project is expected to generally include construction vehicles, passenger vehicles, and delivery trucks, which is compatible with vehicles currently in the area; no conflicts are anticipated.

#### Queuing Analysis

The Project includes two drive-thru restaurants (Panera Bread and Starbucks) which will generate demand for queuing within the Project site. Statistically, Starbucks generates a higher demand for queuing. In order to determine whether these two facilities had sufficient stacking at their drive-thru aisles to assure that there would be no significant impacts to interior or exterior traffic flow, the Local Transportation Assessment considered each drive-thru's stacking space. To accomplish this analysis, the existing conditions at four Starbucks facilities were analyzed during their peak service periods, representing the highest queuing demand.

For the four existing Starbucks facilities, stacking counts were undertaken during their morning peak service period. The analysis found that the maximum number of vehicles in the queue was 12, and the 95<sup>th</sup> percentile was 11 vehicles. The Project proposes stacking for 16 vehicles, which exceeds both the 95<sup>th</sup> percentile and maximum queue lengths observed at existing facilities in the region. It can therefore be expected that the Starbucks drive-thru, and the Panera drive-thru will have a less than significant impact on drive aisles and streets in the Project area.

The proposed Project is not expected to substantially increase any type of transportation hazard and impacts are expected to be less than significant.

- b) **No Impact.** Currently, the Project site can be accessed via Paramount Boulevard, Somerset Boulevard, Colorado Avenue and Adams Street. Regional access to the site will be provided via the freeways (91, 105, 710 freeways), major arterials, secondary arterials and a variety of local roads. Prior to construction, both the Fire Department and Police Department (Los Angeles County Sheriff's Department) will review the site plan to ensure safety measures are addressed, including emergency access and geometric design. Therefore, the proposed Project will not result in inadequate emergency access or increase hazards due to a geometric design feature. There will be no impact.

**Mitigation Measures:** None required.

<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

**a. i), ii) Less than Significant Impact.** Assembly Bill 52 (AB 52) requires a lead agency to consult with tribes in the Project area during the CEQA process to allow tribes to be involved in the project development process and to address their concerns about potential impacts to tribal cultural resources. The consultation process requires the lead agency to provide written notification about a proposed project, as defined by CEQA, to tribes within the project's geographic area. If a tribe chooses to engage in consultation, it must respond to the lead agency within 30 days of receipt of the formal notification, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when the parties agree to measures to mitigate or avoid a significant effect (if a significant effect exists) on the tribal cultural resources, or when a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (Public Resources Code section 21080.3.2 (b)(1) and (2)).

The city has initiated the tribal consultation process in conformance with AB 52 requirements. It has distributed consultation letters to the tribes who have requested consultation under AB 52. Each representative was contacted in writing regarding the proposed Project. The Gabrieleño-Kizh Nation and Gabrielino Tongva Indians of California requested consultation with the city, who requested Native American monitoring as outlined in Mitigation Measures TCR-1 through TCR-3, below. Adherence to these Mitigation Measures will ensure potential impacts to tribal cultural resources will be less than significant.

### **Mitigation Measures:**

The following Mitigation Measures were requested by the Gabrieleño-Kizh Nation and Gabrielino Tongva Indians of California:

#### **TCR-1** Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor(s) from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation and Gabrielino Tongva Indians of California. The monitor(s) shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement(s) shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe(s). Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe(s).
- D. On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh and Gabrielino Tongva from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh and Gabrielino Tongva to the project applicant/lead agency that no future, planned construction activity and/or development/construction impact Kizh and Gabrielino Tongva TCRs.

#### **TCR-2:** Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh and Gabrielino Tongva monitor and/or Kizh and Gabrielino Tongva archaeologist.
- B. If there is a discovery, the Kizh and Gabrielino Tongva will report within five (5) business days as to whether the discovery constitutes a TCR.
- C. Should a TCR be present, the Kizh, Gabrielino Tongva and the City will consult regarding the culturally appropriate steps to take.

- D. The Kizh and Gabrielino Tongva will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.
- E. Any removed sacred or ceremonial items will be temporarily stored on-site at an agreed-on location that is secure and accessed only by a limited number of on-site supervisors, specified Tribal Monitors, and the qualified Project archaeologist.
- F. In the event significant sacred or ceremonial items are identified and will not be considered a TCR, the City will discuss with consulting Tribes the proper treatment, whether it be a reburied and/or a repatriated.

**TCR-3:** Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

- A. If human remains and/or associated funerary items are identified, the Project archaeologist will notify the Los Angeles County Coroner. The Los Angeles Coroner will have 24 hours to notify the NAHC if the remains are determined to be Native American. The NAHC will then designate an MLD (Most Likely Descendant)
- B. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- C. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. The discovery shall be protected and treated in a culturally appropriate manner according to the recommendations of the MLD.
- D. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.
- G. No drawings may be made unless all parties agree that it is acceptable.
- H. No destructive or non-destructive analysis beyond sexing and ageing will be conducted on the human remains or associated funerary objects.

**TCR-A** Prior to the issuance of a grading permit for the site, the applicant shall provide a fully executed monitoring agreement(s) to the City.

**Responsible parties:** Project applicant, Planning Division, City Engineer.

**TCR-B** Within 30 days of the completion of ground disturbing activities on the Project site, a report of findings shall be filed with the City. The report will summarize the methods and results of the monitoring program, including an itemized inventory and a detailed analysis of recovered artifacts, upon completion of the field and laboratory work. The report should include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological finds.

**Responsible parties:** Project applicant, Tribal monitor, Planning Division, City Engineer.



<b>XIX. UTILITIES AND SERVICE SYSTEMS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the Project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Sources: Paramount 2020 Urban Water Management Plan; City of Los Angeles Bureau of Sanitation; CalRecycle.

**a - c) Less Than Significant Impact.**

Water

The City will provide domestic water for the Project. As discussed under Hydrology and Water Quality, the total net water demand for the project site would be 6.62 acre-feet per year. The City has three primary water sources including groundwater, imported water (surface), and recycled water.

The proposed Project is consistent with the land use designation assigned to it in the General Plan, on which, in part, the City based its future water demand analysis when contributing to the 2020 UWMP. According to the UWMP, the City consumed 5,427 acre-feet of water in 2020 with a projected demand of 5,955 AFY in 2025.<sup>15</sup> The estimated increase from the proposed Project represents 0.1% of the projected 2025 demand. This increase in water usage is well within the City's projected water availability estimates. No new wells or additional water infrastructure are proposed. The project will connect to existing water lines beneath Colorado Avenue. Therefore, project impacts associated with domestic water demand are expected to be less than significant.

<sup>15</sup> Table 4.1.7 Demands for Potable and Raw Water – Projected, City of Paramount 2020 Urban Water Management Plan.

The project will be required to comply with the City’s water-efficiency requirements of Municipal Code Chapter 17.96 (Water-Efficient Landscape Provisions) and Section 13.09.100 Model Water Efficient Landscaping Requirements. Buildings will be equipped with water-efficient fixtures in compliance with Municipal Code requirements to reduce water consumption. Implementation of these and other applicable requirements will assure that water-related impacts remain at less than significant levels.

#### Wastewater

The City of Paramount is located within the service area of the Sanitation District 2 of Los Angeles County. Local sewer lines are maintained by the City of Paramount, while the District owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The wastewater generated within the project area is conveyed to the Joint Water Pollution Control Plant (JWPCP) in the City of Carson.<sup>16</sup> The JWPCP currently treats approximately 260 million gallons of wastewater per day (mgd), with a total capacity of 400 mgd.<sup>17</sup>

As shown in Table 9, the Project would result in a net increase of 707.05 gallons of wastewater per day when compared to existing uses. The total increase in wastewater generation per day of 707.05 gallons would be 0.05 percent of the unused daily treatment capacity (140 mgd) of the JWPCP. Therefore, there would be adequate treatment capacity for the project and impacts to capacity would be less than significant.

**Table 9**  
**Estimated Wastewater at the Project Buildout**

<b>Land Use</b>	<b>Size</b>	<b>Wastewater Generation Rate</b>	<b>Total gpd</b>
<b>Existing Uses</b>			
Industrial/Commercial	40,315 S.F.	50 gpd/1,000 S.F.	2,015.75
<b>Proposed Uses</b>			
Market	23,256 S.F.	50 gpd/1,000 S.F.	1,162.80
Fast Food Restaurant	52 Seats	30 gpd/ seat	1,560.00
<b>Project Total</b>			<b>2,722.80</b>
<b>Net Site Total: Increase</b>			<b>707.05</b>

Source: City of Los Angeles Bureau of Sanitation. Sewer Generation Rates Factors, April 6, 2012.

#### Stormwater

As discussed in response to Section X(c)(iii) (Hydrology and Water Quality), Project impacts related to storm drainage facilities would be less than significant.

#### Other Utilities

The proposed Project will require construction of onsite electric power, natural gas, and telecommunications infrastructure to connect to the existing infrastructure located around the Project site. The Project would not result in the construction of new electric power, natural gas, or telecommunications facilities offsite that could cause significant environmental effects.

<sup>16</sup> L.A. County Sanitation Districts, Facilities map, accessed August 2023.

<sup>17</sup> L.A. County Sanitation Districts, Joint Water Pollution Control Plant information page, accessed August 2023.  
<https://www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp>

- d, e) **Less Than Significant Impact.** Construction and operations-related solid waste from the Project will be collected and disposed by Athens Services, a regional commercial vendor that serves the City by hauling solid waste to trans.F.er and recycling centers and landfills. Solid waste generated by the project is subject to certain State requirements for waste diversion and separation. California assembly bills AB 341, AB 1826, and AB 876 require solid waste facilities to separate recyclables and organic waste, such as food waste, compostable paper, and landscape waste, so that they will be diverted from landfills and directed to recycling or composting facilities. This is to meet the State requirement to divert 50 percent of solid waste away from landfills.

Waste generated from the Project could potentially be directed to the Southeast Resource Recovery Facility (SERRF) for incineration in Long Beach, the Sunshine Canyon landfill in Sylmar, or possibly the Olinda Alpha landfill in Brea. According to CalRecycle<sup>18</sup> the SERRF has a daily permitted capacity of 2,240 tons. Sunshine Canyon has the capacity of 12,100 tons a day and is projected to remain operational until 2037. Olinda Alpha landfill is permitted to receive 8,000 tons per day and is projected to remain operational until 2036.

**Table 10**  
**Estimated Solid Waste Disposal at the Project Buildout**

Land Use	CIWMB Disposal Rates	Size	Solid Waste Disposal (pounds per day)	Solid Waste Disposal (tons per year)
<b>Existing Uses</b>				
General Retail	2.5 lbs./1000 S.F./day	40,315 S.F.	100.78	18.39
<b>Proposed Uses</b>				
General Retail and Restaurants	2.5 lbs./1000 S.F./day	30,904 S.F.	77.26	14.10
<b>Project Total</b>				<b>14.10</b>
<b>Net Site Total: Reduction</b>				<b>-4.29</b>

\*Estimated Solid Waste Generation Rates by CalRecycle,  
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, Accessed August 2023.

The project will generate 14.10 tons of solid waste per year, which is 4.29 tons less than previous uses, not accounting for the required 50% waste diversion. Because the Project would have a net reduction in solid waste, regional landfills can continue accommodating waste generated at the site.

Athens Services is responsible for maintaining standards that assure that all waste is handled in a manner that meets local, state and federal standards. These requirements will assure that impacts associated with solid waste disposal remain less than significant.

**Mitigation Measures:** None required.

<sup>18</sup> CalRecycle, SWIS Facility/Site Activity Details. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>. Accessed August 2023.

<b>XX. WILDFIRE</b> <b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Source: State Responsibility Area Viewer, CAL Fire. Accessed August 2023. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>

a-d) **No Impact.** Checklist Questions XX(a) through XX(d) do not apply to the Project, because the Project Site is not located near or within a state responsibility area or lands classified as very high fire severity zones. No impacts related to this issue would occur as a result of the Project.

**Mitigation Measures:** None required.

<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b> <b>Does the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?			X	
c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

**a) Less Than Significant with Mitigation Incorporated:**

Biological Resources: The Project site is not located within a conservation area and does not contain any wildlife corridors or biological linkage areas. The proposed Project will not significantly reduce fish or wildlife habitat or otherwise adversely impact a fish or wildlife species. The construction of the Project has the potential to impact nesting birds, but adherence to standard City protocols will reduce those impacts to less than significant levels.

Cultural Resources: No cultural resources are known to exist within or adjacent to the project site. Since the project will require minor grading, there is little potential for unknown resources to be uncovered. Impacts will be less than significant.

The City consulted with the Gabrieleño Band of Mission Indians – Kizh Nation who requested Mitigation Measures (TCR-1 through TCR-3) for Tribal Monitoring, which has been included in this Initial Study.

Overall, there will be no significant environmental impacts which cannot be mitigated. Project related impacts, including cumulative impacts, are considered less than significant.

- b) **Less Than Significant Impact.** A significant impact could occur if the proposed Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. Here, however, the impacts of the proposed Project are individually limited and not cumulatively considerable. The proposed Project is consistent with the development envisioned for the Central Business District Area Plan of the City in the City's General Plan. All environmental impacts that could occur as a result of the proposed Project would be less than significant with the implementation of mitigation measures included herein, and when viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, would not be significant.
  
- c) **Less Than Significant Impact.** The proposed Project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of the City's Municipal Code, other standard requirements and requirements of law, and the mitigation measures included in this document.



## **4. Conclusions**

### **4.1 Findings**

The Initial Study determined that the proposed Project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed Project will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed Project will not have impacts that are individually limited, but cumulatively considerable.
- The proposed Project will not have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

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

- A mitigation monitoring and reporting program will be required; and,
- An accountable enforcement agency or monitoring agency will be required.

Mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels.

### **4.2 Mitigation Measures**

**GEO-1** Development of the Project shall adhere to the recommendations set forth in the Project-specific Geotechnical Investigation (see Appendix B of this document).

**TCR-1** Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor(s) from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation and Gabrielino Tongva Indians of California. The monitor(s) shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement(s) shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

- C. The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe(s). Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe(s).
- D. On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Tribes from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Tribes to the project applicant/lead agency that no future, planned construction activity and/or development/construction impact tribal TCRs.

**TCR-2:** Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Tribal monitor and/or Tribal archaeologist.
- B. If there is a discovery, the Tribes will report within five (5) business days as to whether the discovery constitutes a TCR.
- C. Should a TCR be present, the Tribes and the City will consult regarding the culturally appropriate steps to take.
- D. The Tribe(s) will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.
- E. Any removed sacred or ceremonial items will be temporarily stored on-site at an agreed-on location that is secure and accessed only by a limited number of on-site supervisors, specified Tribal Monitors, and the qualified Project archaeologist.
- F. In the event significant sacred or ceremonial items are identified and will not be considered a TCR, the City will discuss with consulting Tribes the proper treatment, whether it be a reburied and/or a repatriated.

**TCR-3:** Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

- A. If human remains and/or associated funerary items are identified, the Project archaeologist will notify the Los Angeles County Coroner. The Los Angeles Coroner will have 24 hours to notify the NAHC if the remains are determined to be Native American. The NAHC will then designate an MLD (Most Likely Descendant)
- B. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects,

called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

- C. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. The discovery shall be protected and treated in a culturally appropriate manner according to the recommendations of the MLD.
- D. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.
- G. No drawings may be made unless all parties agree that it is acceptable.
- H. No destructive or non-destructive analysis beyond sexing and ageing will be conducted on the human remains or associated funerary objects.

## **4.2 Mitigation Monitoring**

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified below.

## CITY OF PARAMOUNT MONITORING PROGRAM FOR CEQA COMPLIANCE

<b>DATE:</b>	June 14, 2024	<b>ASSESSORS PARCEL NO.:</b>	6270-002-023 and -024
<b>PROJECT TITLE/ CASE NO.:</b>	15101 Paramount Boulevard Redevelopment Project CUP No. 939; ZC No. 244; DRA No. 23:008; TPM No. 84335	<b>PROJECT LOCATION:</b> 15101 Paramount Boulevard	
<b>APPLICANT:</b>	Paramount Gateway, LLC		
<b>APPROVAL DATE:</b>	In progress		

### THE FOLLOWING REPRESENTS THE CITY’S MITIGATION MONITORING PROGRAM IN CONNECTION WITH THE MITIGATED NEGATIVE DECLARATION FOR THE ABOVE CASE NUMBER

SUMMARY MITIGATION MEASURES	RESPONSIBLE FOR MONITORING	TIMING	CRITERIA	COMPLIANCE CHECKED BY	DATE
<b>GEO-1</b> Development of the Project shall adhere to the recommendations set forth in the Project-specific Geotechnical Investigation	Project engineer, Project geotechnical consultant, Project applicant.	Prior to issuance of grading permits	The City shall review and approve grading and building plans prior to the issuance of ground disturbing permits to ensure plans adhere to the recommendations set forth in the Project Geotechnical Investigation Report.		
<b>TCR-1</b> Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities  A. The project applicant/lead agency shall retain a Native American Monitor(s) from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation and Gabrielino Tongva Indians of California. The monitor(s) shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall	Project applicant, Planning Division, City Engineer.	Prior to issuance of grading permits	The applicant shall provide a fully executed monitoring agreement to the City.  Within 30 days of the completion of ground disturbing activities on the Project site, a report of findings shall be filed with the City. The report will		

<p>include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement(s) shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe(s). Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe(s).</p> <p>D. On-site tribal monitoring shall conclude upon completion of the following (1) written confirmation to the Kizh and Gabrielino Tongva from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh and Gabrielino Tongva to the project applicant/lead agency that no future, planned construction activity and/or development/construction impact Kizh and Gabrielino Tongva TCRs.</p>			<p>summarize the methods and results of the monitoring program, including an itemized inventory and a detailed analysis of recovered artifacts, upon completion of the field and laboratory work. The report should include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological finds.</p>		
<p><b>TCR-2:</b> Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)</p> <p>A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh and Gabrielino Tongva monitor and/or Kizh and Gabrielino Tongva archaeologist.</p>	<p>Tribal monitor, Project applicant, Project contractor</p>	<p>Upon discovery of any TCRs</p>	<p>All construction activities shall be stopped until the Tribe deems it appropriate to resume.</p>		

<p>B. If there is a discovery, the Kizh and Gabrielino Tongva will report within five (5) business days as to whether the discovery constitutes a TCR.</p> <p>C. Should a TCR be present, the Kizh and Gabrielino Tongva and the City will consult regarding the culturally appropriate steps to take.</p> <p>D. The Kizh and Gabrielino Tongva will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p> <p>E. Any removed sacred or ceremonial items will be temporarily stored on-site at an agreed-on location that is secure and accessed only by a limited number of on-site supervisors, specified Tribal Monitors, and the qualified Project archaeologist.</p> <p>F. In the event significant sacred or ceremonial items are identified and will not be considered a TCR, the City will discuss with consulting Tribes the proper treatment, whether it be a reburied and/or a repatriated.</p>					
<p><b>TCR-3:</b> Unanticipated Discovery of Human Remains and associated Funerary or Ceremonial Objects.</p> <p>A. If human remains and/or associated funerary items are identified, the Project archaeologist will notify the Los Angeles County Coroner. The Los Angeles Coroner will have 24 hours to notify the NAHC if the remains are determined to be Native American. The NAHC will then designate an MLD (Most Likely Descendant)</p> <p>B. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>C. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. The discovery shall be protected and treated in a culturally appropriate manner according to the recommendations of the MLD.</p>	<p>Tribal monitor, Project applicant, Project contractor</p>	<p>Upon discovery of human remains.</p>	<p>See Public Resource Code 5097.9 and Health and Safety Code Section 7050.5</p>		



<p>D. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p> <p>G. No drawings may be made unless all parties agree that it is acceptable.</p> <p>H. No destructive or non-destructive analysis beyond sexing and ageing will be conducted on the human remains or associated funerary objects.</p>					
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**Appendix A**  
**Air Quality CalEEMod Outputs**  
**(Available at City for review)**

**Appendix B**  
**Geotechnical Investigation Report**  
**(Available at City for review)**

**Appendix C**  
**Traffic Report**  
**(Available at City for review)**

**Appendix D**  
**VMT Analysis**  
**(Available at City for review)**

**Appendix E**  
**Supplemental Transportation Assessment**  
**(Available at City for review)**