INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

PARAMOUNT SENIOR LIVING
16675 & 16683 PARAMOUNT BOULEVARD
CITY OF PARAMOUNT
DEVELOPMENT REVIEW APPLICATION (DRA) 20:015
ZONE CHANGE (ZC) 230
GENERAL PLAN AMENDMENT NO. 20-2

LEAD AGENCY:
CITY OF PARAMOUNT
PLANNING DEPARTMENT
16400 COLORADO AVENUE PARAMOUNT,
CALIFORNIA 90723

REPORT PREPARED BY:
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December 3, 2020

PARA 095

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Paramount Senior Living.

APPLICANT: Mr. Nima Golshani. 850 Malcom Avenue, Los Angeles, CA 90024.

LOCATION: The site's legal address is 16675-83 Paramount Boulevard. The Assessor Parcel Numbers (APNs) applicable to the site include 7102-031-020; 021; and 022.

CITY & COUNTY: Paramount, Los Angeles County.

DESCRIPTION: The proposed project involves the construction and operation of a 38,380 square foot mixed-use assisted living facility on a 0.31-acre site located along the northwest corner of the Paramount Boulevard and 70th Street intersection. The project will include a total of 14 units, a 900 square foot commercial salon, a 1,100 square foot laundry and 27 parking spaces as well as various amenities for the future residents. Access to the project will be provided through an existing alley.

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 attached Initial Study. The project is described in greater detail in the attached Initial Study.

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the construction and operation of a 38,380 square foot mixed-use assisted living facility on a 0.31-acre site located along the northwest corner of the Paramount Boulevard and 70th Street intersection. The project will include a total of 14 units, a 900 square foot commercial salon, a 1,100 square foot laundry and 27 parking spaces as well as various amenities for the future residents. Access to the project will be provided through an existing alley.[1] The project Applicant is Mr. Nima Golshani, 850 Malcom Avenue, Los Angeles, California 90024.

As part of the proposed project's environmental review, the City of Paramount, in its capacity as Lead Agency for the project, authorized the preparation of this Initial Study.[2] Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the City of Paramount, in its capacity as the Lead Agency. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of the proposed project and that decision-makers have considered such impacts before considering approval of the project. Pursuant to the CEQA Guidelines, purposes of this Initial Study include the following:

- To provide the City with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration;
- To facilitate the project's environmental assessment early in the design and development of the project;
- To eliminate unnecessary EIRs;
- To determine the nature and extent of any impacts associated with the proposed project; and,
- To enable modification of the project to mitigate adverse impacts of the project.

The City also 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.[3] Questions and/or comments should be submitted to:

John Carver, Planning Director
City of Paramount Planning Department
16400 Colorado Street, Paramount, California 90723

[1] HRD Arch Inc. *Paramount Senior Living Site Plan Packet*. Plans dated February 14, 2019.

[2] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15050.

[3] California, State of. *California Public Resources Code. Section 21091 (b).*

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.

- *Section 5 References,* identifies the sources used in the preparation of this Initial Study.

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the construction and operation of a 38,380 square foot mixed-use assisted living facility on a 0.31-acre site located along the northwest corner of the Paramount Boulevard and 70th Street intersection. The project will include a total of 14 units, a 900 square foot commercial salon, a 1,100 square foot laundry and 27 parking spaces (8 spaces will be reserved for the commercial component). In addition, various amenities for the future residents will also be provided. Access to the project will be provided through an existing alley located along the site's west side.[4] The project is described in greater detail in Section 2.4.

2.2 PROJECT LOCATION

The project site is located on the southern portion of the City of Paramount. The corporate boundaries for the City of Long Beach extend south of the project site along the south side of 70th Street. 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; the Los Angeles River, Lynwood, Compton, and unincorporated areas of Rancho Dominguez on the west; Long Beach and Bellflower to the south; and Bellflower and Downey on the east.[5] Regional access to the project site is provided by the Long Beach Freeway (I-710), located approximately 1.66 miles to the west, the Glenn Anderson Freeway (I-105), located approximately 2.00 miles to the north, and the Artesia Freeway (SR-91) located 0.37 miles to the south.[6]

Paramount Boulevard extends along the project site's east side, while 70th Street extends along the site's southern boundary. The project site is located on the northwest corner of the Paramount Boulevard and 70th Street intersection. The site's legal address is 16675-83 Paramount Boulevard. The Assessor's Parcel Numbers (APNs) that are applicable to the site are 7102-031-020, 7102-031-021, and 7102-031-022.[7] The location of Paramount in a regional context is shown in Exhibit 2-1. The project site's location in the City is shown in Exhibit 2-2. Finally, a vicinity map is provided in Exhibit 2-3.

2.3 ENVIRONMENTAL SETTING

The 0.31-acre site is surrounded on all sides by a mix of uses. Exhibit 2-4 shows an aerial photograph of the project site. Land uses and development in the vicinity of the project site are listed below: [8]

- *North of the Project Site*. Paramount United Methodist Church abuts the project site to the north.

[4] HRD Arch Inc. *Paramount Senior Living Site Plan Packet*. Plans dated February 14, 2019.

[5] Quantum GIS.

[6] Ibid.

[7] Los Angeles County Assessor. *Parcel Viewer*. Website Accessed on June 14, 2019.

[8] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 19, 2019.

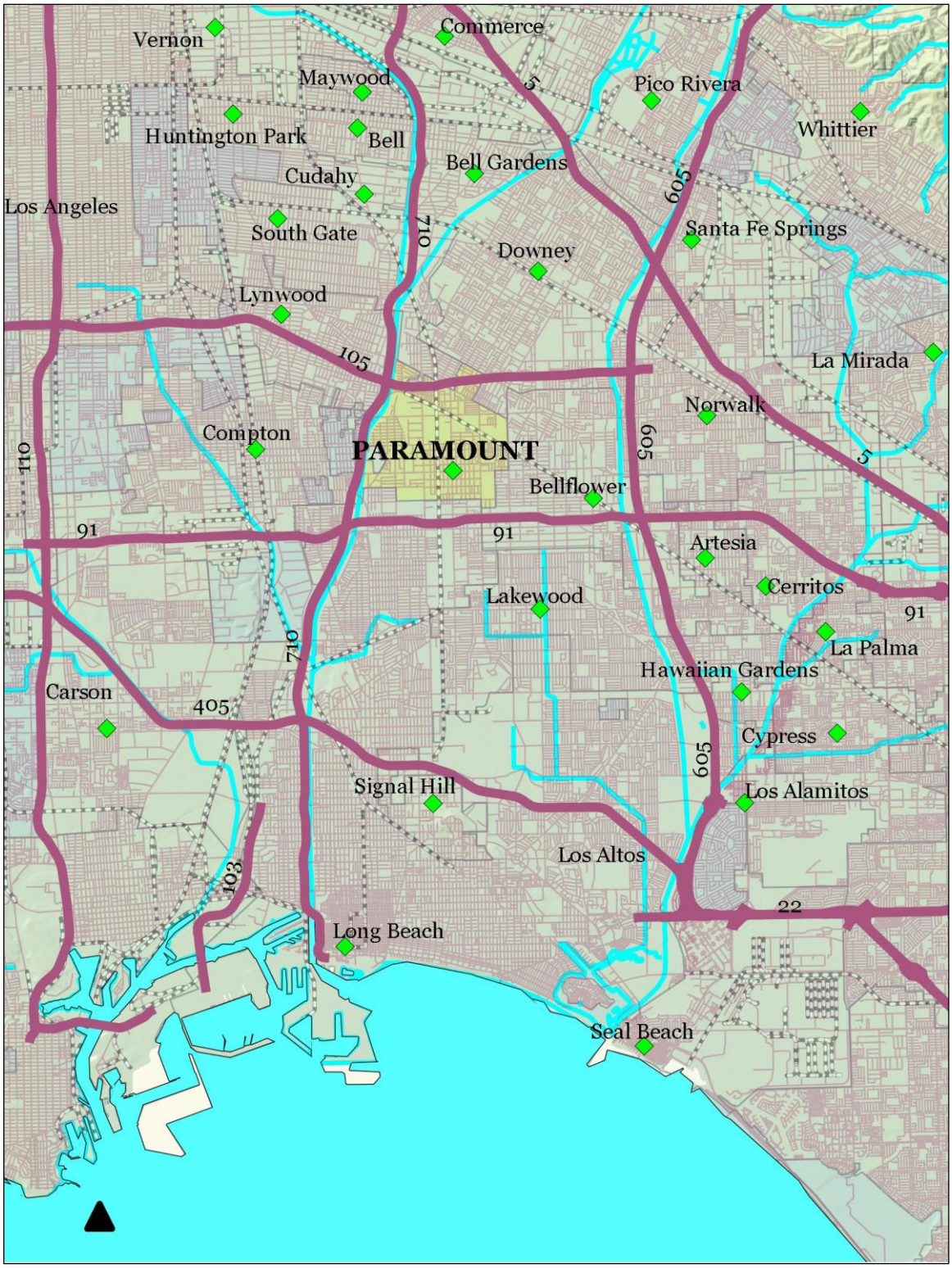

EXHIBIT 2-1
REGIONAL MAP
SOURCE: QUANTUM GIS

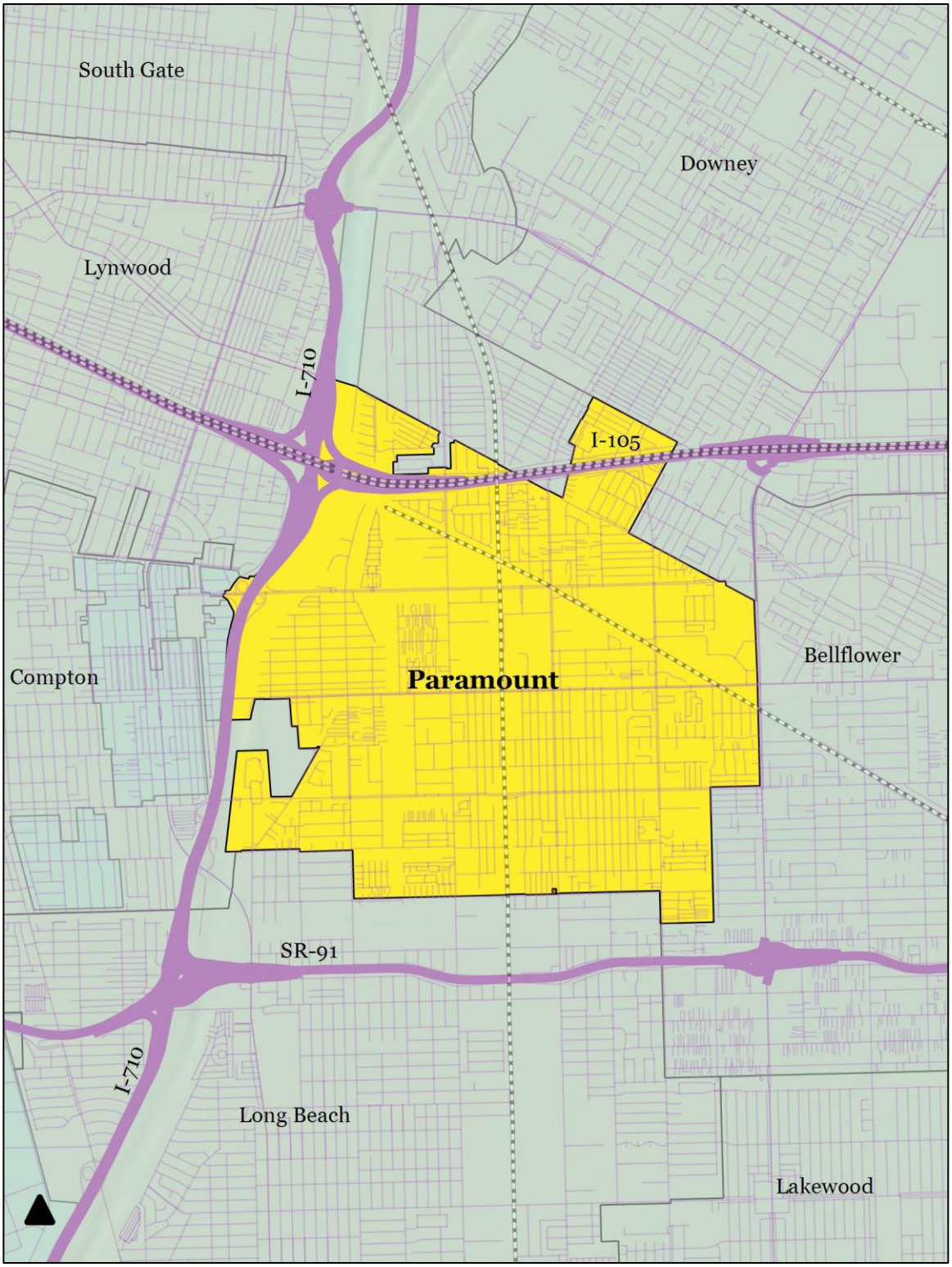

EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

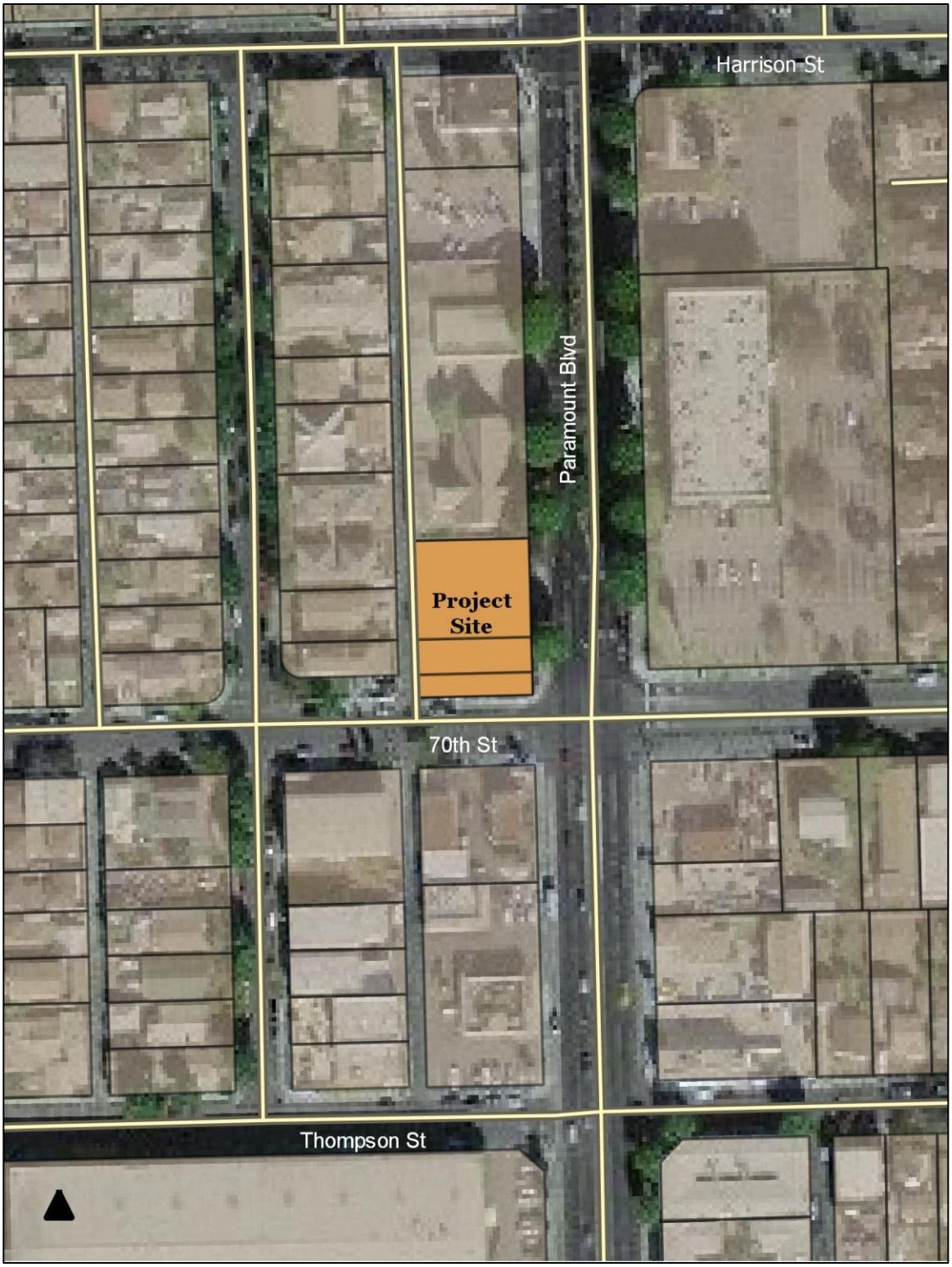

EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

- *South of the Project Site*. 70th Street extends along the site's southern boundary in an east-west orientation. John's Auto Repair is located along the south side of 70th Street directly opposite from the project site. The corporate boundaries for the City of Long Beach extend along the south side of 70th Street, opposite the project site.

- *East of the Project Site*. Paramount Boulevard extends along the east side of the project site in a north-south orientation. Medical offices occupy frontage along the east side of Paramount Boulevard.

- *West of the Project Site*. An alley extends along the west side of the project site. Single-family residential is located along the west side of this alley.

Other notable uses within the vicinity of the project site include the Paramount City Hall, 846 feet to the northwest of the project site; Mokler Elementary School, located 0.62 mile to the east of the project site; and McKinley Elementary School, located approximately 1,000 feet to the southeast of the project site.[9]

The project site is developed and is presently occupied by Buchones Bar and an auto repair shop. The bar is located within the southern portion of the site at 16683 Paramount Boulevard, while the auto repair shop is located in the northern portion of the site at 16675 Paramount Boulevard. A minimal amount of landscaping is present on-site. This landscaping is located along the site's frontage with 70th Street and Paramount Boulevard. Access to the auto repair shop is provided off of Paramount Boulevard and ingress and egress is controlled by a gate. Meanwhile, access to the bar is provided off of 70th Street.[10]

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project is a request to construct a mixed-use assisted living facility within a 0.31-acre project site. In order to accommodate the construction of the project, the existing buildings located on-site must be demolished. The project will consist of the following elements:

- *Project Site*. The project site totals 0.31 acres (13,508 square feet) and is located at the northeast corner of the Paramount Boulevard and 70th Street intersection. The site has a maximum lot width (north to south) of 635 feet and a lot depth (east to west) of 100 feet. The site consists of three parcels.

- *Main Building*. The proposed development will total 38,380 square feet and will consist of three stories. As indicated previously, a total of 14 dwelling units will be provided. The retail component of the project will total 900 square feet. The proposed building will have a total height of 40 feet.[11]

[9] Google Maps. Website accessed June 14 2019.

[10] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 19, 2019.

[11] HRD Arch Inc. *Paramount Senior Living Site Plan Packet*. Plans dated February 14, 2019.

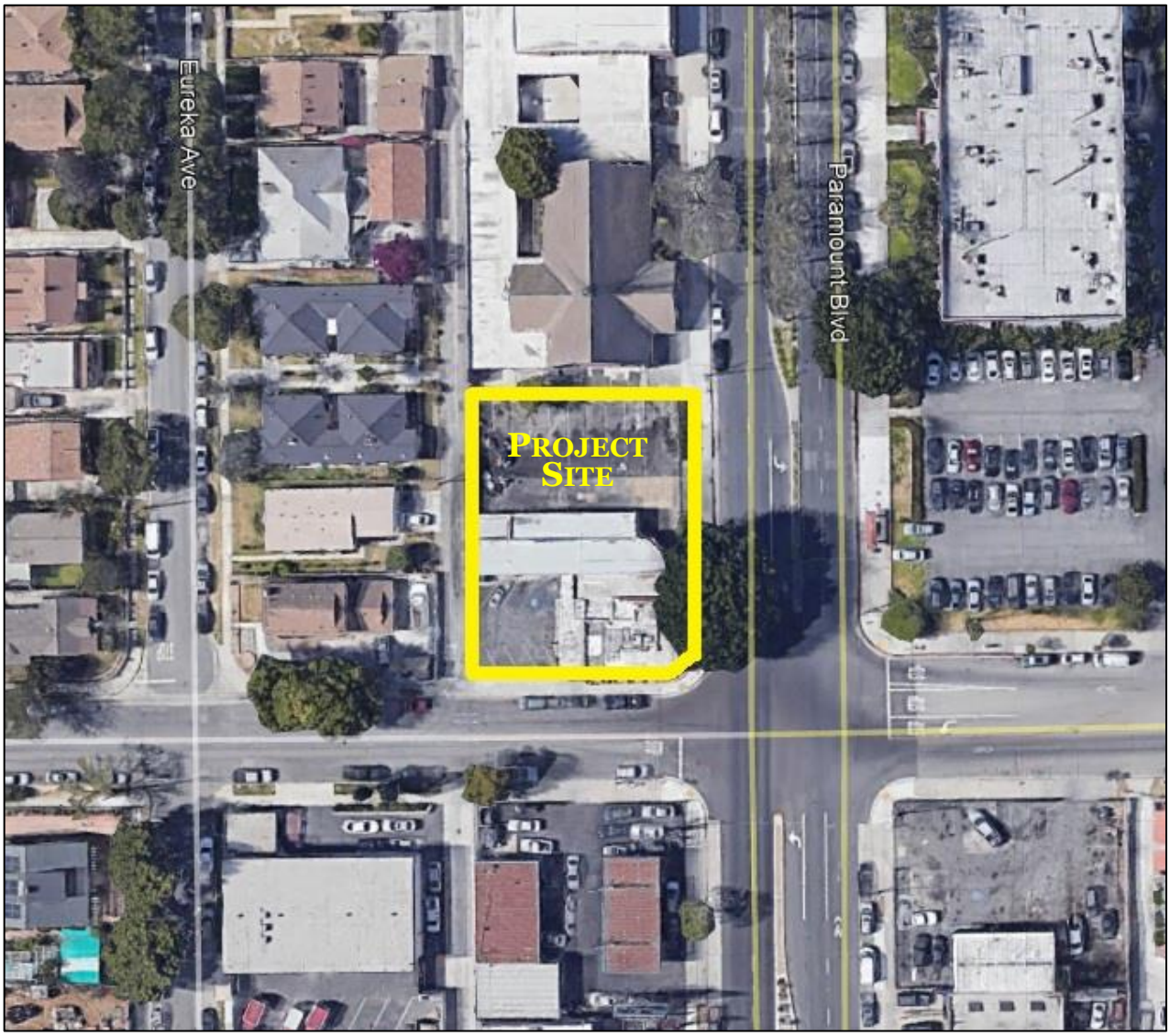

EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

- *Parking and Access*. The first floor will feature parking, as well as a main entrance, and a 1,100 square feet laundry room. The retail component will consist of a 900 square foot salon. A total of 27 parking spaces will be provided. Access to the project will be provided by two 26-foot wide driveways located along the alley that abuts the site to the west.[12]

The project is summarized in Table 2-1 shown below. Conceptual floor plans are provided in Exhibits 2-5. Elevations are provided in Exhibit 2-6.

Table 2-1
Project Summary Table

Project Element	Description
Site Area	0.31 acres (13,508 sq. ft.)
Maximum Height	40 ft
Total Number of Units	14 units
Density	6.2 du/ac
Three Bedroom Units	8 units
Four Bedroom Units	6 units
Total Number of Parking Spaces	27 Spaces

Source: HRD Arch Inc.

2.4.2 OPERATIONAL CHARACTERISTICS

The project is a proposal to operate an assisted living facility. The facility will be reserved for senior citizens who are either disabled or cannot live independently. As indicated previously, the project will provide a total of 48 beds distributed throughout 14 units. Therefore, assuming one person per bed, the project is estimated to result in 48 residents.

According to the State of California definition, "an assisted living facility is a building or part of a building that undertakes, through its ownership or management, responsibility to provide assisted living services for a period exceeding 24 hours to more than three adult residents of the facility." Assisted living services may be provided either directly or through contractual arrangement. An assisted living facility provides, at a minimum, services to assist residents in performing all activities of daily living on a 24-hour basis.

Assisted Living communities, licensed as residential Care Facilities for the Elderly (RCFEs) in California, are regulated with laws and regulations designed to promote resident independence and self-direction to the greatest extent possible in a residential, non-medical setting. The California Department of Social Services, Community Care Licensing Division (CCLD) enforces these laws and regulations through the initial licensing process followed by periodic inspections.[13] RCFEs are regulated by the California Code of Regulations Title 22, Division 6, Chapter 8. In addition, the RCFE Act establishes additional statutory requirements in many

[12] HRD Arch Inc. *Paramount Senior Living Site Plan Packet*. Plans dated February 14, 2019.

[13] California Assisted Living Association. https://caassistedliving.org/provider-resources/laws-regulations. (Website accessed on June 17, 2019).

of the same areas as Title 22, and the Evaluator Manual is used for the application and enforcement of laws, policies, and procedures.

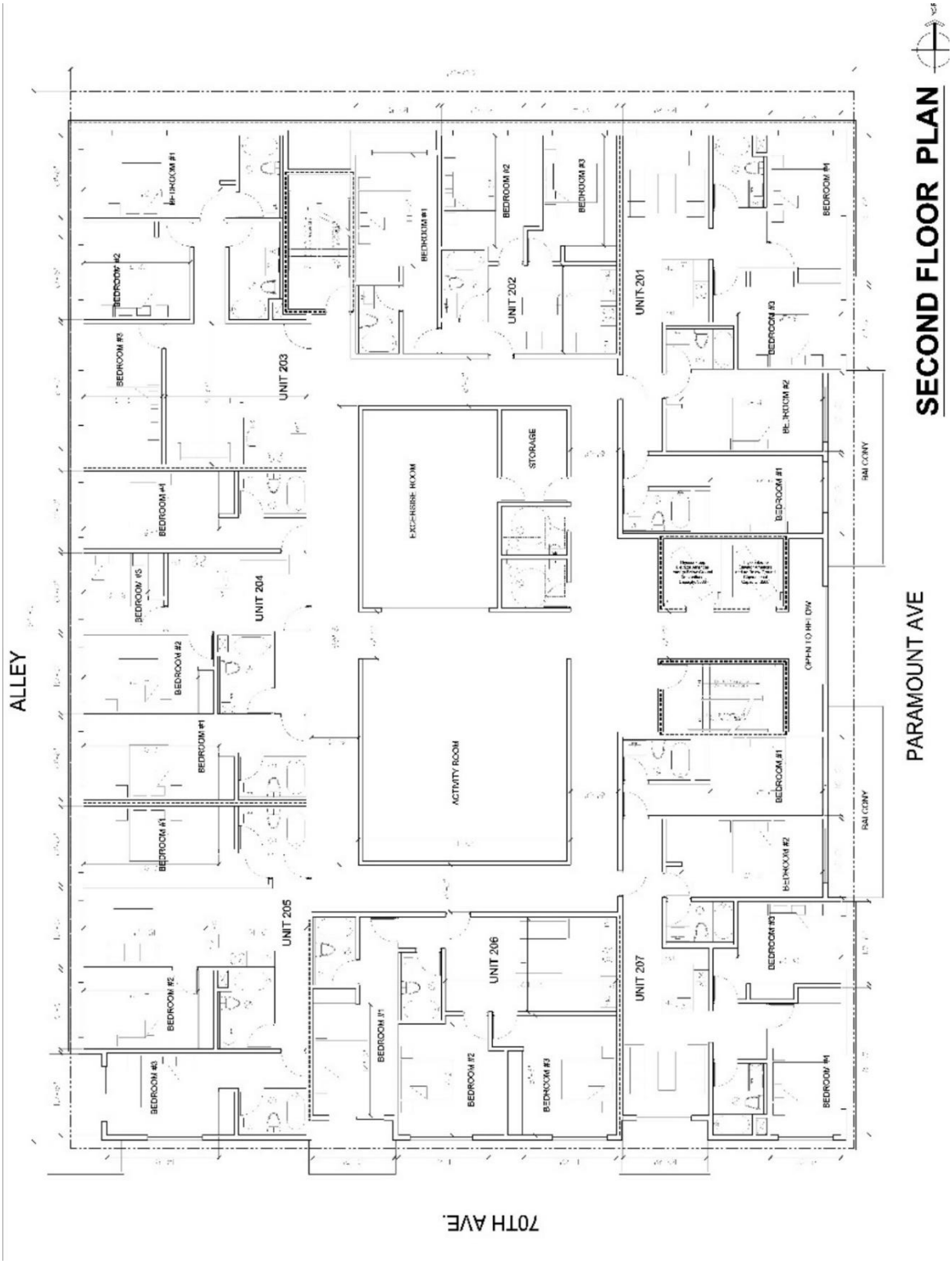

EXHIBIT 2-5
SECOND FLOOR PLAN
SOURCE: HRD ARCH INC.

EXHIBIT 2-6
CONCEPTUAL ELEVATIONS
SOURCE: HRD ARCH INC.

There are also a number of new laws which are not yet reflected in the regulations. Although the state has fallen behind in updating the regulations to reflect these new laws, the statutory requirements are still in effect and being enforced throughout the State.

The proposed assisted living facility will employ persons comprised of five major job categories and more than fourteen job positions, including administrative and management staff, nursing staff, food services staff, housekeeping and maintenance staff, and social activities staff. State regulations require that staffing be provided 24-hours a day, seven days a week. Assisted living communities typically employ an average of 0.5 full-time equivalent (FTE) employees per total unit count. In other words, the assisted living component of the proposed project is projected to result in 10 FTE employees.[14]

The retail component of the project will be open from 8: 00 AM to 8:00 PM.[15] The office/retail component of the project is anticipated to add an estimated eight new jobs based on a ratio of 25.76 employees per acre.[16] Thus, the project's overall employment generation is anticipated to be 18 new jobs.

2.4.3 CONSTRUCTION CHARACTERISTICS

The construction of the proposed project would take approximately 12 months to complete. The key construction phases are outlined below:

- *Demolition*. The existing bar and auto repair shop would be demolished during the phase. This phase will take approximately one month to complete.

- *Site Preparation*. The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete.

- *Grading*. This phase will involve the grading and excavation of the site. In addition, the building footings, utility lines, and other underground infrastructure will be placed during this phase. This phase will take approximately one month to complete.

- *Construction*. The erection of the new facility will occur during this phase. This phase will take approximately six months to complete.

- *Paving*. The site will be paved during this phase. Equipment on-site during this phase would include cement and motor mixers, pavers, rollers, and other paving equipment. This phase will take approximately one month to complete.

- *Landscaping and Finishing*. This phase will involve the planting of landscaping, painting of the units, and the completion of the on-site improvements. This phase will last approximately two

[14] Assisted Living Federation of America. *Deep Economic Impact*. http://www.alfa.org/assnfe/Article.asp (Website accessed on June 17, 2019).

[15] City of Paramount. Development Review Application filled out by the Applicant. Application provided on June 21, 2019.

[16] The Natelson Company, Inc. *Employment Density Study Summary Report*. October 31, 2001.

months.

2.5 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Paramount) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following approvals:

- *Development Review Application (DRA) 19:004.* A Development Review Application to permit the operation of an assisted living facility.

- *Zone Change [ZC] 230*. A Zone Change, from C-3 *General Commercial* to MU *Mixed-Use*.

- General Plan Amendment (GPA) 19-1 to permit mixed use within the site.

- The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

SECTION 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:

- Aesthetics (Section 3.1);
- Agriculture & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use & Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Resources (Section 3.18);
- Utilities & Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

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).

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect on a scenic vista?			✖	
B. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✖
C. In non-urbanized areas, would the project 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 a 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?				✖
D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect on a scenic vista? ● Less than Significant Impact.*

Views of the San Gabriel Mountains (located 21 miles north of the project site) and of the Puente Hills (located ten miles northeast of the project site) looking north and northeast from the site and Paramount Boulevard right-of-way are currently obstructed from view by the existing streetscape and development. Once complete, the project will have a maximum height of 40 feet, or 3 stories. The height of the proposed building will not be great enough to obstruct those aforementioned view sheds. As a result, less than significant impacts will result.

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

According to the California Department of Transportation (Caltrans), Paramount Boulevard and 70th Street are not designated scenic highways.[17] The buildings that occupy the site are not located on any historic database. In addition, the project's implementation will not affect any scenic rock outcroppings because the entire project site and the adjacent properties are devoid of natural geological features. The proposed project's implementation will not result in any impact on protected trees or Heritage trees since the only vegetation that covers the site are non native ornamental species. As a result, no impacts will occur.

[17] California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

C. *In non-urbanized areas, would the project 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 a 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? ● No Impact.*

The site is presently occupied by a bar and auto repair shop. The two buildings feature obsolete architecture. The bar's east facing façade is partially covered over in dirt, while remnants of previous exterior signage still remain along the auto repair shop's east facing façade. Both properties feature worn and stained concrete. In addition, non operational vehicles are presently parked within the parking area for the auto repair shop. Once complete, the project will improve the image of the site by introducing new development characterized by modern architecture, drought tolerant landscaping, and façade treatments such as a travertine limestone veneer, dark bronze metal louvers, and wooden siding.[18] As indicated previously, the project will have a maximum height of 40 feet. The project will be the tallest structure in the area, though the proposed building will be between four to five feet taller than the adjacent church and nearby medical office building. As a result, no impacts will occur.

D. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● Less than Significant Impact.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* and is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. According to the project site plan, the only exterior lighting that will be provided will consist of Possini Euro Ellis vertical wall mounted light fixtures.[19] These light fixtures will be placed along the building's east and south facing elevations. No outdoor lighting will be provided within the eastern portion of the project site. Therefore, the project's implementation will not result in the exposure of nearby light sensitive receptors to light trespass from exterior lighting. Light emanating through the windows from interior lighting will be attenuated by curtains. In addition, the assisted living facility may establish evening hours that prohibit the use of light. Meanwhile, the commercial component of the project will be closed at 8:00 PM.

The project's exterior will consist of stucco, wood, and travertine limestone. In addition, opaque glass railings will be provided for the balconies. The above-mentioned materials will not create glare that would adversely impact nearby sensitive receptors. As a result, less than significant impacts will result.

MITIGATION MEASURES

The analysis of aesthetics indicated that less than significant impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[18] HRD Arch Inc. *Paramount Senior Living Site Plan Packet*. Plans dated February 14, 2019.

[19] Ibid.

EXHIBIT 3-1
ARCHITECTURAL SIMULATION
SOURCE: BONANNI DEVELOPMENT

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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 uses?				✖
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✖
C. Would the project 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))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✖
E. Would the project 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 a non-forest use?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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 uses? ● No Impact.*

According to the California Department of Conservation, the City of Paramount does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[20] Paramount in its entirety is urban and there are no areas within the City that are classified as "Prime Farmland." The project site is presently occupied by a bar and an auto repair shop and there are no ongoing agricultural activities being conducted on-site. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?*

[20] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010.*

● *No Impact.*

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[21] Additionally, the project site is currently zoned as C-3 *(General Commercial*).[22] The applicable zoning designations do not contemplate agricultural land uses within the project site or on the adjacent parcels (refer to Section 3.11). Therefore, the implementation of the proposed project will not result in a loss of land zoned for agriculture. As a result, no impacts will occur from the proposed project's implementation. According to the State Department of Conservation, Division of Land Resource Protection, the campus is not subject to a Williamson Act Contract.[23] As a result, no impacts on existing or future Williamson Act Contracts would occur.

C. *Would the project 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))? ● No Impact.*

According to the California Public Resources Code, "forest land" is land that can support ten percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The City of Paramount and the project site are located in the midst of an urban commercial area and no forest lands are located within the City. The General Plan and zoning designations applicable to the project site and the surrounding area do not provide for any forest land preservation.[24] Therefore, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

As indicated previously in Section 3.2.2.C, no forest lands are located in the vicinity of the project site or the City of Paramount. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

E. *Would the project involve other changes in the existing environment which, due to their location or*

[21] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

[22] City of Paramount Zoning Map. August 14, 2018.

[23] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov.

[24] City of Paramount. *Paramount General Plan. Land Use Element.* August 2007.

nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use? ● No Impact.

The proposed project will be established on a site that is presently occupied. No agricultural activities are conducted on-site and the site is surrounded on all sides by development. Therefore, the proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?			✖	
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* ● *Less than Significant Impact.*

The City of Paramount is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.[25] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[26] The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[27] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[28] *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

[25] South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

[26] Ibid.

[27] Ibid.

[28] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

Consistency Criteria 2 refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant adverse impact (refer to Table 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Paramount.[29] Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Paramount is projected to add a total of 3,500 new residents and 2,700 new jobs through the year 2040.[30]

As indicated previously, the project will provide a total of 48 beds distributed throughout 14 units. Therefore, assuming one person per bed, the project is estimated to result in 48 residents. The population increase from the proposed project's implementation is within the expected population projection provided by SCAG.

The proposed assisted living facility will employ persons comprised of five major job categories and more than fourteen job positions, including administrative and management staff, nursing staff, food services staff, housekeeping and maintenance staff, and social activities staff. Assisted living communities typically employ an average of 0.5 full-time equivalent (FTE) employees per total unit count. In other words, the assisted living component of the proposed project is projected to result in 10 FTE employees. The office/retail component of the project is anticipated to add an estimated eight new jobs based on a ratio of 25.76 employees per acre.[31] Thus, the project's overall employment generation is anticipated to be 18 new jobs, which is well within the number of new jobs anticipated by the SCAG. Therefore, the proposed project would also conform to Consistency Criteria 2 since it would not significantly affect any regional population, housing, and employment projections prepared for the City of Paramount by the SCAG. As a result, the potential impacts are expected to be less than significant.

B. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard? ● Less than Significant Impact.*

The project's construction period is expected to last approximately 12 months (refer to Section 2.4.3). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2016.3.2). The assumptions regarding the construction

[29] Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Paramount is projected to add a total of 2,700 new jobs through the year 2040.

[30] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040.* Adopted on April 7, 2016.

[31] The Natelson Company, Inc. *Employment Density Study Summary Report*. October 31, 2001.

phases and the length of construction followed those identified herein in Section 2.4.3. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. As indicated in Table 3-1, the greatest construction related emissions will be NOx during building demolition and construction from heavy equipment and ROG emissions from the application of architectural coatings.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	2.29	22.67	14.89	0.02	1.52	1.23
Demolition (off-site)	0.07	0.36	0.64	--	0.16	0.04
Total Demolition	**2.36**	**23.03**	**15.53**	**0.02**	**1.68**	**1.27**
Site Preparation (on-site)	1.71	19.48	7.88	0.01	6.20	3.71
Site Preparation (off-site)	0.03	0.02	0.35	--	0.09	0.02
Total Site Preparation	**1.74**	**19.50**	**8.23**	**0.01**	**6.29**	**3.73**
Grading (on-site)	1.41	16.03	6.60	0.01	5.32	3.16
Grading (off-site)	0.03	0.02	0.35	--	0.09	0.02
Total Grading	**1.44**	**16.05**	**6.95**	**0.01**	**5.41**	**3.18**
Building Construction (on-site)	2.03	14.78	13.18	0.02	0.79	0.76
Building Construction (off-site)	0.09	0.47	0.87	--	0.24	0.06
Total Building Construction	**2.12**	**15.25**	**14.05**	**0.02**	**1.03**	**0.82**
Paving (on-site)	0.84	8.45	8.87	0.01	0.46	0.43
Paving (off-site)	0.05	0.03	0.53	--	0.14	0.03
Total Paving	**0.89**	**8.48**	**9.40**	**0.01**	**0.60**	**0.46**
Architectural Coatings (on-site)	3.35	1.68	1.83	--	0.11	0.11
Architectural Coatings (off-site)	0.01	0.01	0.16	--	0.04	0.01
Total Architectural Coatings	**3.36**	**1.69**	**1.99**	**--**	**0.15**	**0.12**
Maximum Daily Emissions	**3.36**	**23.03**	**15.53**	**0.02**	**6.29**	**3.73**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod. V.2016.3.2.

Long-term emissions refer to those air quality impacts that will occur once the development is operational and occupied and these impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include the following: mobile emissions associated with vehicular traffic traveling to and from the site, and off-site stationary emissions associated with the generation of energy (natural gas and electrical).

The analysis of long-term operational impacts also used a computer model developed for the CARB. This computer program, CalEEMod, V.2016.3.2, utilizes emissions factors developed by the United States Environmental Protection Agency (EPA) for various types of vehicles using built-in default values that enable the user to calculate long-term stationary emissions, long term mobile emissions, and greenhouse gas emissions that contribute to global warming. The user is then required to input the correct independent variables (land use, land area, floor area, etc.) to complete the emissions estimates. Table 3-2 indicates both the off-site stationary and mobile emissions for the proposed project. As indicated in

Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. The emissions shown in Table 3-2 do not take into account the existing uses that will be removed which includes a bar and auto repair business.

Table 3-2
Long-Term Operational Mobile and Off-Site Emissions (lbs/day)

Emissions Type	Criteria Pollutants (lbs./day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Emissions	5.74	0.43	11.82	0.02	1.53	1.53
Energy Emissions	--	0.06	0.02	--	--	--
Mobile Emissions	0.16	0.79	2.00	--	0.56	0.15
Total Emissions	**5.91**	**1.30**	**13.85**	**0.03**	**2.10**	**1.69**
Thresholds	**55**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod. V.2016.3.2.

The potential short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section). The proposed project is a proposal to construct 14 new congregate care units and 900 square feet of retail within a developed 0.31-acre site. This project site is located in the midst of a commercial corridor. There are currently no projects under construction in the immediate vicinity of the site though a carwash is being rehabilitated one block to the north. As a result, the project's cumulative impacts are anticipated to be less than significant.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[32] These population groups are generally more sensitive to poor air quality. Sensitive receptors are located 40 feet west of the project site along the west side of the adjacent alley (refer to Exhibit 3-1).[33] The proposed use is also classified as a sensitive receptor.

[32] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

[33] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 19, 2019.

EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land on a daily basis. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters.

Table 3-3
Local Significance Thresholds Exceedance SRA 5 for 1-Acre Sites (the site is 0.31 acres)

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_2	**23.03**	Construction	**80**	81	94	123	192
CO	**15.53**	Construction	**571**	735	1,088	2,104	6,854
PM_{10}	**3.04***	Construction	**4**	13	30	66	173
$PM_{2.5}$	**1.96***	Construction	**3**	4	8	19	86

*Note: These figures include Rule 403 standard conditions such as watering of pervious surfaces up to three times per day.

Based on the analysis of LST impacts summarized above in Table 3-3, the potential impacts will be less than significant.

D. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[34] The proposed project is a proposal to operate a mixed-use assisted living facility with ground level retail. The proposed use will not be involved in any of the aforementioned odor generating activities. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis concluded that the proposed project will not result in any air quality impacts that would require mitigation.

[34] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
C. Would the project 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?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the South Gate Quadrangle (the City of Paramount is located within the South Gate Quadrangle) indicated that out of a total of 14 native plant and animal species, five are either threatened or endangered.[35] These species include the Coastal California gnatcatcher; least Bell's vireo; willow flycatcher; western yellow-billed cuckoo; and California Orcutt grass.[36] The proposed project will

[35] California Department of Fish and Wildlife. *Bios Viewer*. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

[36] Ibid.

not have an impact on the aforementioned species since there is no suitable riparian or native habitat located within, or in the vicinity of, the project site. These species typically require wetland or riparian habitat with native vegetation and access to bodies of water.[37] The proposed improvements will be confined to the existing project site. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ● No Impact.*

The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.[38] As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. *Would the project 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? ● No Impact.*

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.[39] The project site is located in the midst of an commercial and residential area. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

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

The project site is surrounded by development and lacks suitable wildlife habitat.[40] Furthermore, the site contains no natural hydrological features. The site's physical characteristics limit the site's utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, no impacts will result from the implementation of the proposed project.

[37] Audubon. *California Gnatcatcher*. *http://birds.audubon.org/species/calgna;* Audubon. *Willow flycatcher*. http://birds.audubon.org/birds/willow-flycatcher; US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm; *AND*, Center for Plant Conservation. Orcuttia Californica. http://www.centerforplantconservation.org/collection/ cpc_viewprofile.asp

[38] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

[39] Ibid.

[40] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 19, 2019.

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

The City of Paramount does not have a tree preservation ordinance. In addition, none of the trees located on-site are protected species or "Heritage Trees." The project's implementation will require the removal of the existing landscaping. The vegetation present on-site will be replaced with newer, drought tolerant landscaping. Lastly, the proposed project will provide more landscaping than the present amount. As a result, no impacts will occur.

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

The Los Angeles River is currently the focus of a revitalization effort lead by the City of Los Angeles. The City of Los Angeles intends to focus on the 32-mile portion of the river that flows from Owensmouth Avenue, located in the San Fernando Valley, to the northern border of the City of Vernon.[41] The portion of the river that flows parallel to the western boundary of Paramount will thus be unaffected. In addition, the closest Significant Ecological Area to the project site is the Alamitos Bay Significant Ecological Area (SEA #30), located approximately 12 miles to the southeast in the City of Los Alamitos.[42] The proposed project will be restricted to the project site and will not impact the Alamitos Bay SEA. As a result, no impacts are anticipated to occur with the implementation of the proposed project.

MITIGATION MEASURES

The analysis of biological resources impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[41] City of Los Angeles. *Notice of Prepartion/Notice of Intent for The EIR/Environmental Impact Statement for the Los Angeles River Rivitalization Master Plan*. March 30, 2006.

[42] Google Earth. Website accessed June 17, 2019.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		✖		
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

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. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. 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.[43] As a result, no impacts to historic structures will occur.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact with Mitigation.*

Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[44] Formal Native American consultation was provided in accordance with AB-52. The tribal representative indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is

[43] California Office of Historic Preservation. *California Historical Resources*. http://ohp.parks.ca.gov/ ListedResources/ ?view=county&criteria=19

[44] Rancho Santa Ana Botanical Garden. *Tongva Village Site*. http://www.rsabg.org/tongva-village-site-1

defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Los Angeles County Sheriff's Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

C. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ● No Impact.*

There are no dedicated cemeteries located within the vicinity of the project site.[45] The proposed project will be restricted to the designated project site and will not affect any dedicated cemeteries. The nearest cemetery to the project site is the Downey Cemetery, located approximately 2.20 miles to the northeast along the northeast corner of the Lakewood Boulevard and Gardendale Street intersection in the City of Downey. The proposed project will be restricted to the designated project site and will not affect the aforementioned cemetery. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's implementation. Even though the project site has been disturbed to accommodate the existing on-site development, the following mitigation is required based on the AB-52 consultation with the Gabrieleño-Kizh Nation:

Mitigation Measure No. 1 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

[45] Google Earth. Website accessed June 18, 2019.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✖	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

Table 3-4 below provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 143,014 kilowatt (kWh) per year (or 10,863 kWh per month) of electricity and 25,540 therms of natural gas. The consumption rates shown in Table 3-4 are based on typical consumption for a residential unit and retail space. While the project's average unit size is much less than an average residential units, the congregate living arrangement and the number of beds in each unit will translate into a comparable consumption rate.

Table 3-4
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Residential Component		
Electrical Consumption	6,518 kWh/unit/year	130,360 kWh/year total
Natural Gas Consumption	323 therms/unit/year	6,460 therms/year total
Retail Component		
Electrical Consumption	14.06 kWh/sq. ft.	12,654 kWh/year total
Natural Gas Consumption	21.20 therms/sq. ft.	19,080 therms/year total
Total Electrical Consumption		143,014 kWh/year total
Total Natural Gas Consumption		25,540 therms/year total

Source: Southern California Edison and Southern California Gas Company.

It is important to note that the project will include energy efficient fixtures. In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be constructed in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. As a result, less than significant impacts will occur.

B. *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? ● Less than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as requirements for electric vehicles charging infrastructure, organic waste, water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project 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?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or, landslides? ● Less than Significant Impact.*

The City of Paramount is located in a seismically active region (refer to Exhibit 3-2). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[46] The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the

[46] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov

construction of buildings used for human occupancy on the surface trace of active faults.[47] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Paramount is not on the list; therefore, the risk from potential fault rupture is considered low.[48] Even though Paramount is not on the list, there are a number of known faults within close proximity to the City. The closest known fault is the Newport-Inglewood Fault, which has designated Alquist-Priolo fault rupture zones located approximately five miles west of the project site along Avalon Boulevard.[49]

Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The proposed project will be constructed in compliance with the 2019 Building Code, which contains standards for building design to minimize the impacts from fault rupture. Therefore, the potential impacts resulting from fault rupture are anticipated to be less than significant. The potential impacts in regards to ground shaking would also be considered to be less than significant. The amount of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from epicenter or fault. The proposed project will be constructed in compliance with the 2019 Building Code, which contains standards for building design to minimize the impacts from ground shaking. In addition, potential impacts from fault rupture and ground shaking are considered no greater for the project site than for the surrounding areas given the distance between the site and the fault trace.

Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is located in a liquefaction zone (refer to Exhibit 3-2). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.

Lastly, the project site is not subject to the risk of landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading would not affect the proposed development because the all non-suitable soils will be removed. Furthermore, the project will be constructed in compliance with the most recent building code regulations. Therefore, lateral spreading caused by liquefaction would not affect the project. The underlying soils are not prone to shrinking and swelling. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

[47] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov

[48] California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

[49] California Department of Conservation. *Inglewood Quadrangle Topographic Map*. Additional source: *Google Earth*. Websites accessed June 17, 2019.

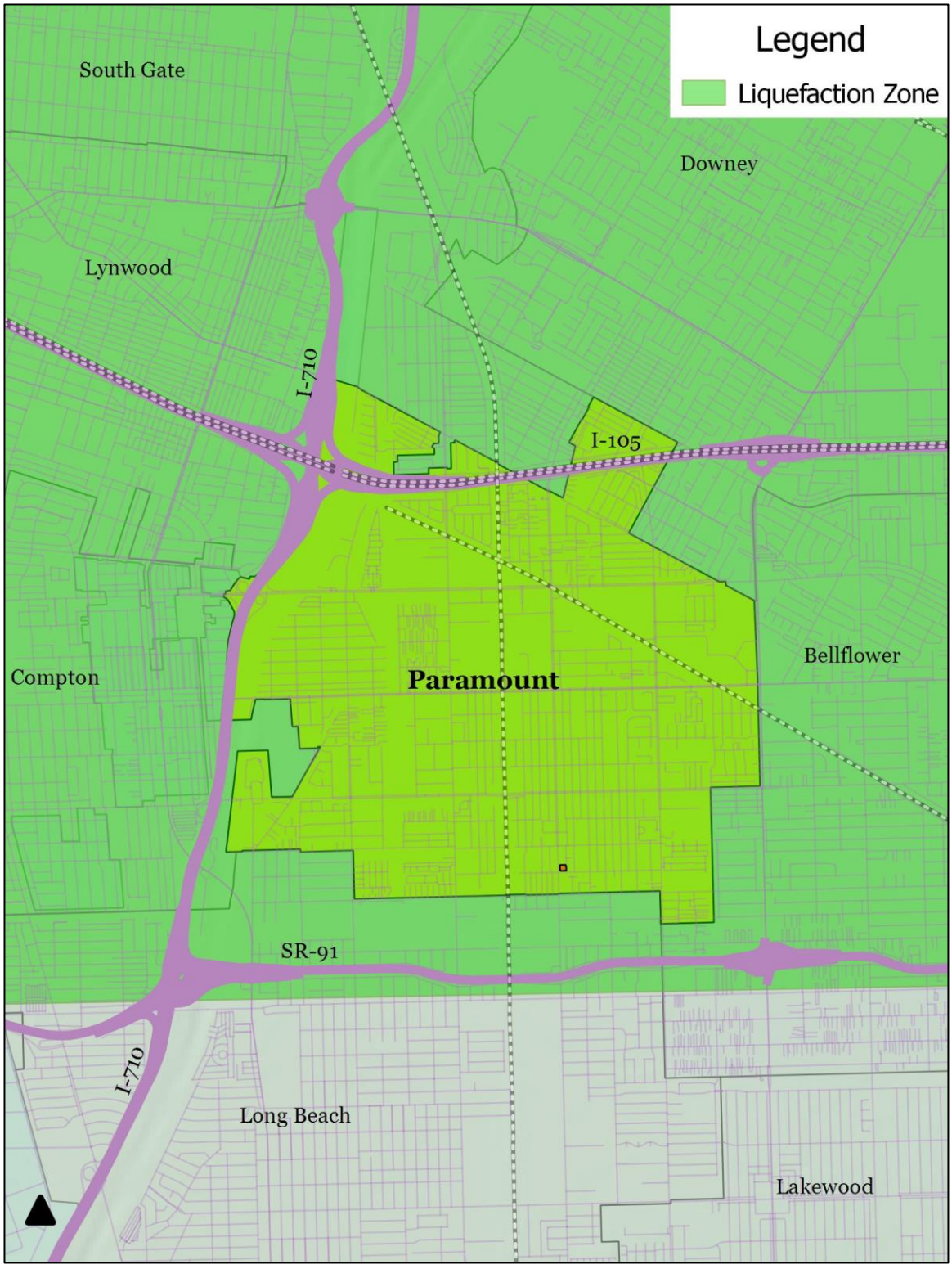

EXHIBIT 3-2
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the project site is underlain by Urban Land-Pico Metz complex soils.[50] According to the U.S. Department of Agriculture, both Pico and Metz loamy sand soils possess a slight erosion hazard.[51] Once occupied, the project site would be paved over and landscaped, which would minimize soil erosion.

The project's construction will not result in soil erosion. According to Chapter 48 of the City's Municipal Code, the project Applicant will be required to prepare a Low Impact Development (LID) report. The LID report will contain construction and post-construction Best Management Practices (BMPs) that would minimize erosion during the project's construction and operational phases. Per Chapter 48 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 10 of this code without implementing all storm water and runoff pollution mitigation measures required by such permit. Essentially, the contractors must adhere to the minimum BMPs for the construction site. These BMPs may include the limiting of grading during rain events; planting vegetation on slopes; covering slopes susceptible to erosion; maintaining stockpiles of soil on-site; and containing runoff, spills, and equipment on-site. Adherence to the good housekeeping provisions and the construction BMPs will ensure that all potential impacts remain at a level that is less than significant.

C. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ● Less than Significant Impact.*

As indicated previously, the project site is underlain by Urban Land–Pico Metz soils.[52] The Pico and Metz soils have a slight erosion hazard and a low shrink swell potential.[53] The project's construction will not result in soil erosion since the project's contractors must implement the construction BMPs identified in the mandatory LID plan. The BMPs will minimize soil erosion and the discharge of sediment off-site.

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed project since the project Applicant will likely remove all soils that are unsuitable for development. In addition, the project will be constructed in conformance with the latest building code requirements. Therefore, lateral spreading caused by liquefaction will have minimal effects on the project. The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics become sticky when wet and expand according to the moisture content present at the

[50] UC Davis. *Soil Web*. https://casoilresource.lawr.ucdavis.edu/gmap/

[51] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Orange County, California*. AND United States Department of Agriculture, Soil Conservation Service. *Soil Survey of San Luis Obispo County, California*.

[52] UC Davis. *Soil Web*. https://casoilresource.lawr.ucdavis.edu/gmap/

[53] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Orange County, California*. AND United States Department of Agriculture, Soil Conservation Service. *Soil Survey of San Luis Obispo County, California*.

time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. In addition, the project will not result in the direct extraction of groundwater located below ground surface (BGS) since the project will be connected to the City's water system. The soils that underlie the project site are not prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.[54] As stated previously, the underlying soils possess a low shrink-swell potential. No groundwater will be drained to accommodate the construction of the proposed project. Moreover, the project will not result in the direct extraction of groundwater located below ground surface (BGS). As a result, the potential impacts are considered to be less than significant.

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the project site is underlain by Urban Land–Pico Metz soils.[55] The Pico and Metz soils have a slight erosion hazard and a low shrink sell potential.[56] The shrinking and swelling of soils is influenced by the amount of clay present in the underlying soils.[57] If soils consist of expansive clay, damage to foundations and structures may occur. A minimal amount of clay is present in the aforementioned soils. All soils that are unsuitable for development will be removed during the project's grading phase. As a result, the potential impacts are considered to be less than significant.

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.*

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks will occur as a result of the proposed project's implementation.

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

No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase due to the age of the soil and the limited amount of excavation that will be required to implement the project. The soils that underlie the project site are alluvial in nature. Alluvial deposits

[54] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.html

[55] UC Davis. *Soil Web*. https://casoilresource.lawr.ucdavis.edu/gmap/

[56] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Orange County, California*. AND United States Department of Agriculture, Soil Conservation Service. *Soil Survey of San Luis Obispo County, California*.

[57] Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. *http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083*

are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.[58] As a result, no impacts to paleontological resources will occur.

MITIGATION MEASURES

The analysis of potential impacts related to geology and soils indicated that the proposed project would not result in any significant adverse impacts. As a result, no mitigation measures are required.

[58] United States Geological Survey. *What is the Quaternary?* http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✖	

ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2 has established multiple draft thresholds of significance). These thresholds include 1,400 metric tons of, methane (CH_4), and nitrous oxide (N_2O). The SCAQMD CO_2E ($MTCO_2E$) per year for commercial projects; 3,500 $MTCO_2E$ per year for residential projects; 3,000 $MTCO_2E$ per year for mixed-use projects; and 7,000 $MTCO_2E$ per year for industrial projects.[59]

As indicated in Table 3-5, the project's operational CO_2E emissions are estimated to be 192.67 $MTCO_2E$, which is below the aforementioned thresholds. The project's construction would result in a generation of 227.75 $MTCO_2E$ per year. When amortized over a 30-year period, these emissions decrease to 7.59 $MTCO_2E$ per year. These amortized construction emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 200.26 $MTCO_2E$ per year, which is still below the threshold of 3,000 $MTCO_2E$ per year for mixed-use projects. The GHG emissions estimates reflect what a mixed-use development consisting of 900 square feet of retail and a 14-unit assisted living facility of the same location and description would generate once fully operational. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. As a result, the potential impacts are considered to be less than significant.

[59] South Coast Air Quality Management District, *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14.* November 19, 2009. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-14/ghg-meeting-14-main-presentation.pdf

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (tons/year)			
	CO_2	CH_4	N_2O	CO_2E
Long-Term – Area Emissions	0.33	--	--	0.34
Long-Term - Energy Emissions	64.95	--	--	65.22
Long-Term - Mobile Emissions	108.19	--	--	108.33
Long-Term – Waste Emissions	3.89	0.23	--	9.65
Long-Term – Water Emissions	7.95	0.03	--	9.11
Long-Term - Total Emissions	**185.33**	**0.27**	**--**	**192.67**
Total Construction Emissions	**226.78**	**0.03**	--	**227.75**
Construction Emissions Amortized Over 30 Years				**7.59 $MTCO_2E$**
Total Operational and Amortized Construction Emissions				**200.26 $MTCO_2E$**
Significance Threshold				**3,000 $MTCO_2E$**

Source: CalEEMod.V.2016.3.2

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ● Less than Significant Impact.*

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030.[60] The City of Paramount does not have a Climate Action Plan. Nevertheless, the proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with Part 6 and Part 11 of Title 24 of the California Code of Regulations, the potential impacts are considered to be less than significant.

In addition, it is important to note that the project is an "infill" development, which is seen as an

[60] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030*. http://gov.ca.gov/news.php?id=18938

important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[61] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel further since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

MITIGATION MEASURES

The analysis of potential impacts related to GHG emissions indicated that the proposed project would not result in any significant adverse impacts. The project will also be subject to the latest Low Impact Development (LID) requirements, which will reduce water consumption and promote storm water runoff filtration and percolation. The project will also be constructed pursuant to the latest California Green Building Code requirements. As a result, no mitigation measures are required.

[61] California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Site accessed on April 20, 2018.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✖	
B. Would the project 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?		✖		
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✖	
D. Would the project 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?				✖
E. Would the project 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?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.*

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. 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).[62] In addition, the project site is not identified on any Leaking

[62] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). http://www.dtsc.ca.gov.*

Underground Storage Tank database (LUST).[63] 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.[64]

The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.[65] Nevertheless, the northern portion of the project site is occupied by an auto repair shop. Staining was present in the paved areas where many non-operational vehicles are stored. The portions of stained asphalt may indicate the presence of Volatile Organic Compounds (VOCs) or Total Petroleum Hydrocarbons (TPH) within the underlying soils. The aforementioned contaminants may be present if the vehicles on-site had previous leaks while remaining on the property. Leaking fluids such as oil; transmission, brake, or clutch fluids; antifreeze; gasoline; and battery acid. As a result, the project's contractors must be familiar with SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil). Furthermore, in order to accommodate the construction of the project, the Applicant must demolish the existing buildings that occupy the site. Lead based paint and asbestos containing materials may be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the buildings present on-site. As a result, the project Applicant will be required to adhere to SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

Due to the nature of the proposed project (a mixed-use assisted living development), no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel will be properly sealed in tanks and will be transported to the site by truck. No other hazardous materials will be used during the project's construction phase. Facility staff will be trained in the proper use and disposal of medical products. In any event, these medicines will reflect those commonly used in a household setting. In addition, 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, the project's implementation will result in less than significant impact.

B. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact with Mitigation.*

In order to accommodate the construction of the project, the Applicant must demolish the existing buildings that occupy the site. Lead based paint and asbestos containing materials may be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the buildings present on-site. As a result,

[63] CalEPA. *Envirostor*. *https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=paramount*.

[64] Ibid.

[65] United States Environmental Protection Agency. *Multisystem Search*. Site accessed June 17, 2019.

the project Applicant will be required to adhere to the following mitigation:

- The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground storage tanks (USTs), and other hazardous substances and materials that may be encountered during demolition and land clearance activities. The City's Inspector will ensure compliance by inspecting the site during the demolition phase. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

Adherence to the above-mentioned mitigation will reduce potential impacts related to the accidental release of lead based paint or asbestos containing materials to levels that are considered to be less than significant.

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

McKinley Elementary School is located within one-quarter of a mile from the project site. The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel will be properly sealed in tanks and will be transported to the site by truck. In order to accommodate the construction of the project, the Applicant must demolish the existing buildings that occupy the site. Lead based paint and asbestos containing materials may be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the buildings present on-site. As a result, the project Applicant will be required to adhere to SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). In addition, the project Applicant will also be required to adhere to the mitigation identified in the previous subsection. The northern portion of the project site is occupied by an auto repair shop. Staining was present in the paved areas where many non-operational vehicles are stored. The portions of stained asphalt may indicate the presence of Volatile Organic Compounds (VOCs) or Total Petroleum Hydrocarbons (TPH) within the underlying soils. The aforementioned contaminants may be present if the vehicles on-site had previous leaks while remaining on the property. Leaking fluids such as oil; transmission, brake, or clutch fluids; antifreeze; gasoline; and battery acid may be present. As a result, the project's contractors must be familiar with SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil). As a result, the potential impacts are considered to be less than significant.

D. *Would the project 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? ● No Impact.*

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. The project site is not included on the California Department of Toxic Substances Control's

Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).[66] Therefore, no impacts related to a potential Cortese listing will occur.

E. *Would the project 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? ● No Impact.*

The project site is not located within two miles of a public airport or public use airport. Compton/Woodley Airport is located approximately 4.5 miles to the west of the project site.[67] The project site is not located within the Airport's Runway Protection Zone (RPZ), nor is the site located within the airport's 60 Community Noise Equivalent Level (CNEL) boundary. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts will occur.

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

At no time will Paramount Boulevard or 70th Street be completely closed to traffic. All construction staging areas will be located within the project site. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. As a result, no impacts are associated with the proposed project's implementation.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

The project area is urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

MITIGATION MEASURES

The following mitigation is required to ensure that ACMs and LBP is removed pursuant to local, state, and Federal regulations:

Mitigation Measure No. 2 (Hazards & Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground storage tanks (UST), and other hazardous substances and materials that may be encountered during demolition and land clearance activities. The City's Inspector will ensure compliance by inspecting the site during the demolition phase. Any contamination encountered during the demolition, grading, and/or site preparation activities must

[66] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm
[67] Google Earth. Website accessed June 17, 2019.

also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✖	
C. Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; 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, impede or redirect flood flows?			✖	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?			✖	
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

According to Chapter 48 of the City's Municipal Code, the project Applicant will be required to prepare a Low Impact Development (LID) report. The LID report will contain construction and post-construction Best Management Practices (BMPs) that would minimize erosion during the project's construction and operational phases. Additionally, per Chapter 48 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 10 of this code without implementing all storm water and runoff pollution mitigation measures required by such permit. Essentially, the contractors must adhere to the minimum Best Management Practices (BMPs) for the construction site. These BMPs may include the limiting of grading during rain events, planting vegetation on slopes, covering slopes susceptible to erosion, maintaining stockpiles of soil on-site, and containing runoff, spills, and equipment on-site. Adherence to the good housekeeping provisions and the construction BMPs will ensure that all potential construction impacts remain at a level that is less than significant.

A typical Low Impact Development report (LID) includes measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. The LID will also implement set *Low Impact Development* standards and practices for stormwater pollution mitigation and provides documentation to demonstrate compliance with the municipal National Pollutant Discharge Elimination System (NPDES) permit on the plans and permit application submitted to the city. With the above-mentioned regulations, the project's operational impacts would be reduced to levels that are considered to be less than significant.

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact*.

The grading and trenching that would be undertaken to accommodate the building footings, utility lines, and other underground infrastructure such as stormwater appurtenances and double check detector assemblies would not extend to depths required to encounter groundwater. Therefore no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The project would continue to be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. Furthermore, the construction and post-construction BMPs identified in the mandatory LID report will filter out contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. In addition, the two retention basins may contribute to active groundwater recharge efforts. As a result, the impacts are anticipated to be less than significant.

C. *Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; 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, impede or redirect flood flows? ● Less than Significant Impact.*

A majority of the site is currently paved over, though planter boxes occupy frontage along the south and east sides of the project site. Stormwater runoff either accumulates on-site within the dilapidated parking area, is discharged off-site into Paramount Boulevard, or is discharged into 70th Street via the concrete swale that extends down the center of the adjacent alley. Once complete, the project will change the site's drainage characteristics. The alteration of the site's existing drainage patterns will be facilitated by the implementation of the post-construction BMPs that will be identified in the mandatory LID report. Runoff will be conveyed to the on-site structural BMPs that will filter out any contaminants of concern such as oil, debris, rubbish, sediment, gasoline, vehicle fluids, and yard waste. From there, water will either percolate into the ground, or will be discharged off-site into a local storm drain.

The closest hydrological feature is the Los Angeles River, which is located 1.59 miles west of the project site. The construction and operation of the proposed project will be limited to the project site. The project will not interfere with, or alter the course of the Los Angeles River. The river is channelized and does not possess a line of sight with the project site. Thus, the project's construction and operation will not alter the course of the Los Angeles River and no impacts from erosion or siltation due to a change in the river's course will occur.

As stated previously, a majority of the site is currently paved over. Following construction, the level of impervious surfaces will remain the same, though the project Applicant will be required to implement the post-construction BMPs identified in the LID report. These BMPs will filter stormwater runoff as well as prevent the uncontrolled discharged of runoff off-site. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site.

In all, the installation of the required BMPs may lead to a reduction in runoff volume over existing conditions. The required BMPs may permit excess runoff to percolate into the ground. This water will either be filtered, or will be filtered as the water is conveyed through the BMP (such as a bioswale, which is a drainage course that consists of mulch and vegetation). If percolation is infeasible, runoff will be conveyed to stormwater chambers where runoff will be discharged off-site in a controlled manner. Therefore, the project will not introduce polluted runoff into the existing storm drain system. In addition, the project will not create excess runoff that will exceed the capacity of the existing storm water drainage system.

Lastly, the proposed project site is not located in an area that is subject to inundation by seiche or tsunami. 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 project site is located inland approximately 14 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. Therefore, the project is not likely to re-direct flood flows. As a result, the potential impacts are considered to be less than significant.

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● Less than Significant Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.[68] As a result, no impacts related to flood flows are associated with the proposed project's implementation.

According to the City of Paramount's Hazard Mitigation Plan, the City of Paramount is located in the dam inundation zones for the Whittier Narrows Dam and the Hansen Dam.[69] However, the City's Hazard

[68] FEMA. *Flood Zones, Definition/Description*. http://www.fema.gov/floodplain-management/flood-zones
[69] City of Paramount, All-Hazard Mitigation Plan. Section 4, Hazard Vulnerability Analysis, Dam Failure. Page 4-74.

Mitigation Plan identifies the risk for dam inundation as a low risk priority hazard, claiming that the failure of one, or both dams, is a "very unlikely event."[70] As a result, the impacts from flooding from dam or levee failure is anticipated to be less than significant.

The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. 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 1.59 miles to the west of the project site. Furthermore, the project site is located inland approximately 14 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. Nevertheless, no pollutants or other hazardous materials will be released in the event of project inundation since the proposed land use will consist of 14 assisted living units and no hazardous materials or waste are anticipated to be stored on-site. As a result, the potential impacts are considered to be less than significant.

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The circulation and parking area will be paved. In addition, new storm water treatment infrastructure will be installed as required by the mandatory LID report. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis indicated that the construction and operation of the proposed project will not result in impacts associated with hazards and hazardous materials. Therefore, no mitigation measures are required.

[70] Ibid.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project 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?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? ● No Impact.*

The 0.31 acre site is surrounded on all sides by a mix of uses. Land uses and development in the vicinity of the project site are listed below: [71]

- *North of the Project Site*. Paramount United Methodist Church abuts the project site to the north.

- *South of the Project Site*. 70th Street extends along the site's southern boundary in an east-west orientation. John's Auto Repair is located along the south side of 70th Street directly across from the project site. The corporate boundaries for the City of Long Beach extend along the south side of 70th Street, opposite the project site.

- *East of the Project Site*. Paramount Boulevard extends along the east side of the project site in a north-south orientation. Medical offices occupy frontage along the east side of Paramount Boulevard.

- *West of the Project Site*. An alley extends along the west side of the project site. Single family residential is located along the west side of this alley.

The issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood assuming that an "established community" refers to a residential neighborhood. The proposed project will be confined within the project site's boundaries. The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of the use beyond the current boundaries. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

[71] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 19, 2019.

B. *Would the project 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? ● Less than Significant Impact.*

The project site is currently zoned for *General Commercial* (C-3) (refer to Exhibit 3-3 for the project site's zoning designation). The site's General Plan land use designation is *Area Plan* (refer to Exhibit 3-4 for the site's General Plan land use designation). The project's implementation will require the following discretionary actions: the approval of a Zone Change to change the site's zoning from General Commercial (C-3) to Mixed-Use Special Zoning and the project will have to undergo a Development Review. The project site is located within the Central Business District Area Plan. As stated in the Land Use Element of the City's General Plan:

"Central Business District Planning Area encompasses the main commercial districts in the City and includes the southeastern section of the City along Paramount Boulevard and Alondra Boulevard. Land uses in the northerly section of the Planning Area are characterized by smaller lots occupied by various commercial retail and service uses. Larger commercial centers are located in the southerly portion of the Planning Area along Paramount Boulevard and along Alondra Boulevard near the Civic Center. Considerable redevelopment efforts have been undertaken to redevelop this area as is evidenced by the new and attractive centers and the streetscape improvements and abundant landscaping. Architectural design standards for this area, which were adopted by the Planning Commission on February 9, 1984, have guided development and redevelopment for the area. The following policies are intended to carry out the Plan:

- 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.

- Central Business District Area Plan Policy 3. The City or the Redevelopment Agency will participate in property acquisition and/or development costs of improvements where it is cost effective."

The project as it is currently proposed is not consistent with the goals outlined in the General Plan for the Central Business District Area Plan. The project is more consistent with the Multiple Family Residential land use designation, which is described in greater detail below:

"This land use designation provides for higher density residential development at intensities of up to 22 dwelling units per acre. Higher intensity development may be granted for qualified senior housing developments. Proposition FF limits residential development intensities to 22 units per acre."

EXHIBIT 3-3
ZONING MAP
SOURCE: QUANTUM GIS

EXHIBIT 3-4
GENERAL PLAN MAP
SOURCE: QUANTUM GIS

The proposed project will have a density of 64 units to the acre, which is inconsistent with the maximum allowable density established in the General Plan. Table 3-6 depicts the proposed project's conformity with the City's R-M zoning standards.

Table 3-6
The Project Conformity with the City's Zoning Standards

Description	City Requirements	Project Element	Conforms?
Minimum Lot Size	10,000 sq. ft.	13,508 sq. ft.	Yes
Maximum Permitted Density	6.14 du/acre	64.51 du/acre	**No**
Maximum Building Height	30 ft.	40 ft.	**No**
Minimum Lot Width	60 ft.	135 ft.	Yes
Minimum Front Setback	15 ft.	0 ft.	**No**
Minimum Rear Setback	10 ft.	10 ft.	Yes
Minimum Side Setback	5 ft.	0 ft.	**No**

Source: City of Paramount Municipal Code

As shown in the table, the project will conform to only three of the development standards established for the R-M zone. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The previous analysis indicated that no mitigation would be required with respect to the project's impacts to land use and planning.

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✖
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.[72] In addition, according to SMARA study area maps prepared by the California Geological Survey, the City of Paramount is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).[73] However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the project site is not located in an area where there are significant aggregate resources present.[74] In addition, the project site is not located in an area with active mineral extraction activities. As a result, no impacts to mineral resources will occur.

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

A review of the San Gabriel Valley P-C region MRZ-2 map indicated that the project site is not located in an area that contains aggregate resources.[75] Therefore, the project's implementation will not contribute to a loss of availability to locally important mineral resources. Furthermore, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, no impacts will result with the implementation of the proposed project.

[72] California Department of Conservation. *Division of Oil, Gas & Geothermal Resources Well Finder*. http://maps.conservation.ca.gov/ doggr/index.html#close. Website accessed June 18, 2019.

[73] California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

[74] Ibid.

[75] Ibid.

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in 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?		✖		
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?			✖	
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?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in 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? ● Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[76] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-5.

An *Extech Model 407730* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete intervals were recorded along the west side of Paramount Boulevard 20 feet north of the intersection of Paramount Boulevard and 70th Street. The measurements were captured five feet above the ground surface and were captured free from any obstructions. The measurements were taken on a Wednesday morning at 10:30 AM. Table 3-7 indicates the variation in noise levels over time during the measurement period. As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. As shown in Table 3-7, the average noise levels during the measurement period were 68.2 dBA.

[76] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

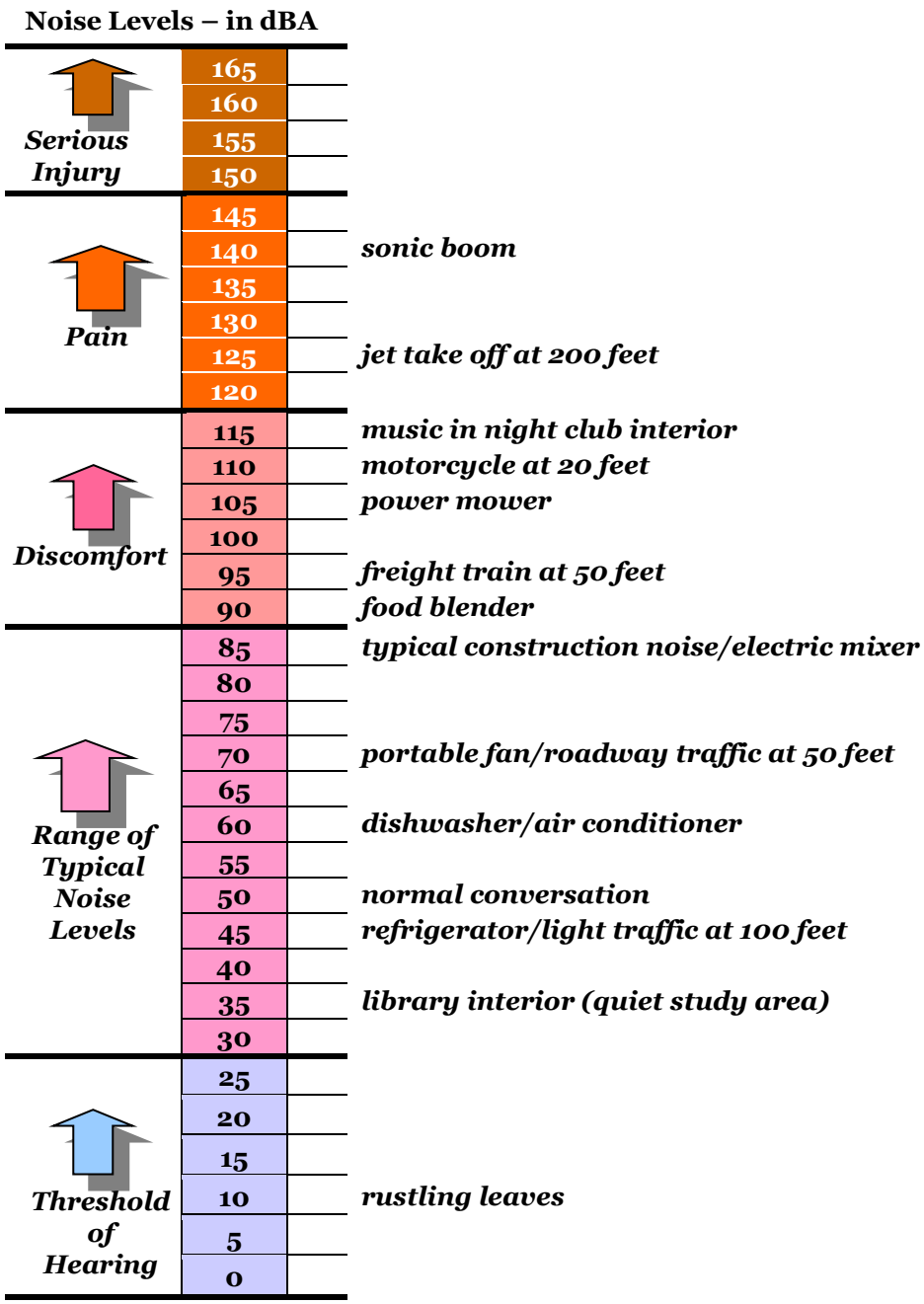

EXHIBIT 3-5
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Table 3-7
Noise Measurement Results

Noise Metric	Location 1 (dBA)
L_{max} (Maximum Noise Level)	79.3 dBA
L_{99} (Noise levels <99% of time)	77.7 dBA
L_{90} (Noise levels <90% of time)	74.1 dBA
L_{75} (Noise levels <75% of time)	71.5 dBA
L_{50} (Noise levels <50% of time)	67.4 dBA
L_{min} (Minimum Noise Level)	58.2 dBA
Average Noise Level	68.2 dBA

Source: Blodgett Baylosis Environmental Planning.
Measurements were taken in June 2019

As shown in Table 3-7, the average noise levels along the west side of Paramount Boulevard are expected to be 68.2 dBA.

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The construction noise modeling was performed for the demolition and the site preparation phase and the type and number of equipment that will be used was chosen from the CalEEMod program. The pieces of equipment that will be used on-site during the aforementioned phases were distributed throughout the site to give an accurate, real-world estimate of construction noise. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. As indicated by the model, the project's construction will average 94.5 dBA at the nearest sensitive receptor during the demolition phase and up to 91.6 in the site preparation and grading phases.

It is important to note that construction noise levels would decline as one moves away from the noise source in phenomenon known as *spreading loss*. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.[77] Noise emanating from travelling vehicles, also referred to as a line source, subject to spreading loss experiences a 3.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.[78] Based on the principles of spreading loss, noise levels 50 feet from a line source decrease by approximately 3.0 dBA over a hard, unobstructed surface, such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface. The nearest sensitive receptors to the project site include the residential development located 20 feet west of the project site. Therefore, construction noise is anticipated to reduce by up to 1.5 dBA based on the

[77] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

[78] Ibid.

principles of spreading loss. The City of Paramount does not currently have a maximum permitted construction noise level. However, the California Department of Transportation established the following construction noise threshold:

- Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m.

As stated previously, the project's construction will average 94.5 dBA at 20 feet from the project site. Therefore, in order to reduce construction noise levels, the following mitigation will be required:

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the issuance of a demolition permit, grading permit, and building permit.

- Temporary noise barriers must be erected along the site's western boundary. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring eight feet high with a minimum width of half an inch must be used.

The first mitigation measure calls for the use of sound suppressing equipment. The use of sound suppressing equipment such as aforementioned shields and mufflers usually results in an average reduction of 9.0 dBA. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.[79] Furthermore, regular maintenance of construction equipment will ensure noise levels do not increase over time. The second mitigation will reduce construction noise by a minimum of 8 dBA. Therefore, the mitigated construction noise levels are anticipated to average 77.5 dBA at the site's western property line. Adherence to the aforementioned mitigation will reduce potential construction impacts to levels that are less than significant.

Once occupied and operational, interior noise generated within the building will be attenuated by the building's shell. Interior noise will be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA.[80] Noise reductions of up to 20 dBA are possible with closed windows.[81] According to the California Department of Transportation, half-inch thick wood attenuates noise by up to 18 dBA.[82] As a result, operational noise generated within the building will not negatively affect the aforementioned sensitive receptors.

[79] Laborers' Health and Safety Fund of North America. *Controlling Noise on Construction Sites*. https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf

[80] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

[81] Ibid.

[82] Ibid.

B. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less than Significant Impact.*

The proposed project's traffic generation will lead to an increase in the ambient traffic noise levels along the adjoining streets (Paramount Boulevard and 70th Street), though the anticipated increase will not be significant enough to result in a perceptible increase of the ambient noise levels. A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. The proposed project will result in approximately 334 average daily trips (ADT), which represents an increase in traffic volumes of far less than the double required to result in a 3.0 to 5.0 dBA increase. As a result, the potential noise impacts are considered to be less than significant.

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? ● No Impact.*

The project site is not located within two miles of a public airport or public use airport. Compton/Woodley Airport is located approximately 4.5 miles to the west of the project site.[83] The project site is not located within the airport's 60 Community Noise Equivalent Level (CNEL) boundary. As a result, the proposed project will not present a noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts will occur.

MITIGATION MEASURES

The analysis of potential impacts related to noise indicated that the following mitigation will be required:

Mitigation Measure No. 3 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the issuance of a demolition permit, grading permit, and building permit.

Mitigation Measure No. 4 (Noise). Temporary noise barriers must be erected along the site's western boundary. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring eight feet high with a minimum width of half an inch must be used.

[83] Google Earth. Website accessed June 18, 2019

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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)?			✖	
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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)? ● Less than Significant Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is currently developed and is occupied by an auto repair shop and bar.

- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways.

- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development since these utility lines will serve the site only.

- *Major off-site public projects (treatment plants, etc.).* The project is a proposal to construct 14 assisted living dwelling units on a 0.31-acre site. The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* The site is currently developed and is occupied by an auto repair shop and bar and there are no housing units located on-site.

- *Additional population growth leading to increased demand for goods and services.* The project

may add additional residents as part of the congregate care facility.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project is an infill development that will utilize existing roadways and infrastructure. The new utility lines that will be provided will not extend into undeveloped areas and will not result in unplanned growth. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Paramount is projected to add a total of 3,500 new residents and 2,700 new jobs through the year 2040.[84]

The proposed project is a request to construct and operate a mixed-use assisted living project. According to the State of California definition, "an assisted living facility is a building or part of a building that undertakes, through its ownership or management, responsibility to provide assisted living services for a period exceeding 24 hours to more than three adult residents of the facility." Assisted living services may be provided either directly or through contractual arrangement. An assisted living facility provides, at a minimum, services to assist residents in performing all activities of daily living on a 24-hour basis. Assisted Living communities, licensed as residential Care Facilities for the Elderly (RCFEs) in California, are regulated with laws and regulations designed to promote resident independence and self-direction to the greatest extent possible in a residential, non-medical setting. The California Department of Social Services, Community Care Licensing Division (CCLD) enforces these laws and regulations through the initial licensing process followed by periodic inspections.[85]

As indicated previously, the project will provide a total of 48 beds distributed throughout 14 units. Therefore, assuming one person per bed, the project is estimated to result in 48 residents. The population increase from the proposed project's implementation is within the expected population projection provided by SCAG.

The proposed assisted living facility will employ persons comprised of five major job categories and more than fourteen job positions, including administrative and management staff, nursing staff, food services staff, housekeeping and maintenance staff, and social activities staff. Assisted living communities typically employ an average of 0.5 full-time equivalent (FTE) employees per total unit count. In other words, the assisted living component of the proposed project is projected to result in ten FTE employees. The office/retail component of the project is anticipated to add an estimated eight new jobs based on a ratio of 25.76 employees per acre.[86] Thus, the project's overall employment generation is anticipated to be 18 new jobs, which is well within the number of new jobs anticipated by the SCAG. As a result, the impacts are considered to be less than significant.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the*

[84] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040.* Adopted on April 7, 2016.

[85] California Assisted Living Association. https://caassistedliving.org/provider-resources/laws-regulations. (Website accessed on June 17, 2019).

[86] The Natelson Company, Inc. *Employment Density Study Summary Report*. October 31, 2001.

construction of replacement housing elsewhere? ● No Impact.

The project site is presently occupied by an auto repair shop and a bar. There are no housing units located on-site. In addition, no people permanently reside on-site. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis of population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities? ● Less than Significant Impact.*

The Los Angeles County Fire Department (LACFD) provides fire protection service for the City of Paramount. The City of Paramount is served by two fire stations. Station 31, located at 7521 East Somerset Boulevard, has two fire engines and one paramedic squad. Station 57 is located at 5720 Gardendale Street in South Gate and has one fire engine.[87] LACFD Station 31 is the nearest first response station to the project site. This fire station is located over one mile to the northwest of the project site along Somerset Boulevard. Future 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 (or the flow rate of water that is available for extinguishing fires). The project Applicant must be able to demonstrate sufficient fire flow. The proposed project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the project's implementation will not affect response times or department capacity. As a result, the potential impacts are expected to be less than significant.

The Los Angeles County Sheriff's Department provides law enforcement services throughout the City. Currently, the sheriff's department assigned to the City of Paramount is staffed with 42 personnel, including patrol deputies, a detective team, and a deputy 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 in Paramount. Emergency response times are approximately three minutes throughout the City. The proposed residential development would likely result in an increase in the number of calls for service. In addition, the project site is located along the west side of a

[87] United States Geological Survey. Paramount, California (The National Map) July 1, 1998.

major arterial roadway (Paramount Boulevard). 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 the Department requirements. Specifically, all walls, gates, and shrubbery will be reviewed to ensure defensible space and security requirements are adhered to. Therefore, the potential impacts will be less than significant.

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 is a request to construct an assisted living facility that will be reserved for seniors. No students will be generated upon the project's approval. Nevertheless, the project developer 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.

The increase in demand for local parks and recreation facilities are anticipated to be less than significant since the project will include open space. In addition, the project Applicant will be required to pay in-lieu park fees required by the City. As a result, less than significant impacts to parks and recreational services will occur. In conclusion, no new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on public services. As a result, no mitigation is required.

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?			✖	
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● Less than Significant Impact.*

The City of Paramount Parks and Recreation Services operate ten parks, one swimming pool, a splash zone, and other various recreational facilities. The nearest park is Meadows Park, located 0.95 miles northwest of the project site along the north side of Alondra Boulevard. The proposed project will not result in any development that could potentially physically alter any public park facilities and services. The project will be restricted to the site and will not physically impact the aforementioned park. In addition, the project Applicant will be required to pay all park development/Quimby Act fees to offset any wear and tear on City recreation facilities resulting from increased usage. The payment of all required development fees will ensure that impacts to parks, recreation, and community services remain at levels that are less than significant.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● Less than Significant Impact.*

The proposed project will provide open space. The construction of these recreational amenities will take place within the confines of the project site and will not extend off-site. As indicated previously, the implementation of the proposed project may lead to an increase in parks, recreation, and community services. Therefore, the project Applicant will be required to pay Quimby fees. The payment of all required development fees will ensure that impacts to parks, recreation, and community services remain at levels that are less than significant.

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✖	
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			✖	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✖	
D. Would the project result in inadequate emergency access?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less than Significant Impact.*

The proposed project is a request to construct a mixed use assisted living development consisting of 14 dwelling units and 900 square feet of commercial. The project will be constructed on a site that totals 0.31 acres and occupies frontage along the west side of Paramount Boulevard and the north side of 70th Street. The project's trip generation is outlined below in Table 3-8.

Table 3-8
Project Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Assisted Living	ITE Code 254	68%	32%	0.18	50%	50%	0.29	2.74 trips/occupied bed
Retail	ITE Code 820	62%	38%	0.96	48%	52%	3.71	42.7 trips/1,000 sq. ft.
Bar	ITE Code 925	0%	0%	0	66%	34%	11.34	11.34/1,000 sq. ft. PM
Auto Repair	ITE Code 942	0%	0%	0	50%	50%	2.17	15.86/1,000 sq. ft.
Assisted Living	108 beds	13	6	19	15	15	31	296 daily trips
Retail	900 sq. ft.	1	0	1	1	1	3	38 daily trips
Total Project		**14**	**6**	**20**	**16**	**16**	**34**	**334 daily trips**
Bar	2,750 sq. ft.	0	0	0	5	5	10	31 daily trips
Auto Repair	2,750 sq. ft.	0	0	0	5	5	10	44 daily trips
Total Existing		**0**	**0**	**0**	**10**	**10**	**20**	**75 daily trips**
Net Change		**14**	**6**	**20**	**6**	**6**	**14**	**259 daily trips**

As shown in Table 3-8, the project will result in 334 trips per day, with 20 trips occurring during the morning peak hour and 34 trips occurring during the evening peak hour. The amount of trips that will be generated will be accommodated by the existing roadways. Also, as indicated in Table 3-8, the existing bar and auto repair use are estimated to generate 20 evening peak hour trips and 75 daily trips. When discounting these existing trips, the next increase in traffic will be 20 morning peak hour trips, 14 evening peak hour trips, and 259 daily trips.

In addition, the project's implementation will not affect any transit stations, bicycle lanes, or pedestrian facilities (sidewalks and crosswalks). As a result, the potential impacts are considered to be less than significant.

B. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? ● Less than Significant Impact.

According to CEQA Guidelines *§15064.3 subdivision (b) (1),* vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The project site will be located within an established urban area. As a result, the potential impacts are considered to be less than significant.

C. Would the project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.

Access to the proposed project will be facilitated by two entrances with ingress and egress provided along the east side of the adjacent alley. The alley has sufficient width to accommodate project trips. In addition, adequate site distance is available for vehicles executing a right or left-turn onto 70th Street from the alley. The intersection of 70th Street and Paramount Boulevard is controlled by a stop sign. Nevertheless, there is sufficient gap time available for vehicles to make a right or left-turn onto Paramount Boulevard without executing a dangerous or hasty maneuver. As a result, the potential impacts are considered to be less than significant.

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

The project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

MITIGATION MEASURES

The traffic analysis determined that no significant traffic impacts would occur.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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: 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 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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: 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 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)? ● Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Even though the project site has been disturbed to accommodate the existing on-site development, the mitigation provided in Section 3.5.2.B is required based on the AB-52 consultation with the Gabrieleño-Kizh Nation. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The analysis of tribal cultural resources indicated that the project may have the potential to impact tribal cultural resources. As a result, the mitigation provided in Section 3.5.2 will be required.

3.19 UTILITIES & SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✖	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✖	
C. Would the project 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?			✖	
D. Would the project 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?			✖	
E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				✖
F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

The project site is presently occupied by a bar and auto repair shop. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, the potential impacts are considered to be less than significant.

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? ● Less than Significant Impact.*

Paramount owns and operates a domestic water system that includes two wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. To supplement groundwater production, the City also purchases treated, imported water from the Central Basin Municipal Water District (CBMWD), which is a member agency of the Metropolitan Water District of Southern California (MWD).[88] The City also purchases recycled water from the CBMWD and has recycled water distribution piping and appurtenant valves and equipment to serve recycled water to commercial/industrial water users. Paramount also has emergency mutual-aid domestic water connections with the City of Long Beach, the City of Downey, and the Golden State Water Company. The City currently does not have storage reservoirs though the groundwater basin provides groundwater storage.[89]

According to the City's 2015 Urban Water Management Plan, the City of Paramount will have an adequate supply of water to meet the projected demand through the year 2034. The City's supply of water is projected to be deficient by 142 acre-feet for the year 2035. The City's supply of water will be sufficient enough to accommodate a single dry year through the year 2034. However, the City's supply of water is projected to be deficient by 79 acre-feet assuming a dry year scenario for the year 2035. Lastly, the City will have enough water to accommodate a multiple dry-year scenario through the year 2034 for the first two years. Nevertheless, the City will not be able to accommodate demand for water during a three year dry-year scenario for any year beyond 2019. Furthermore, the City will not be able to accommodate demand for water assuming the year 2035 is a dry-year. The project's projected water consumption is shown in Table 3-9. As shown in the table, the project is projected to consume 16,848 gallons of water on a daily basis. The site's existing water consumption is also shown in Table 3-9. As shown in the table, the existing uses consume an estimated 1,564 gallons of water on a daily basis. The difference in consumption is shown in the last row of the table. As shown in Table 3-9, the project will result in a net increase in consumption of 15,284 gallons per day.

Table 3-9
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Proposed Project (Assumes 108 beds)			
Assisted Living Facility (Convalescent Home/Rooming House)*	108 beds	156 gals/bed/day	16,848 gals/bed/day
Existing Water Consumption (gals/day)			
Bar (Night Club)*	2,800 sq. ft.	437 gals/1,000 sq. ft.	1,227 gals/day
Auto Repair Shop (Auto Sales/Repair)*	2,700 sq. ft.	125 gals/1,000 sq. ft.	337 gals/day
Total Existing	5,500 sq. ft.		1,564 gals/day

[88] Los Angeles County Metropolitan Transportation Authority. *2010 Congestion Management Program, Appendix A, Guidelines for Biennial Highway Monitoring*. Page accessed June 20, 2019.

[89] Ibid.

Table 3-9 (continued)
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Proposed Project	108 beds	156 gals/bed/day	16,848 gals/bed/day
Existing Uses	5,500 sq. ft.		1,564 gals/day
Net Increase			15,284 gals/bed/day

*Source: Los Angeles County Sanitation Districts.
Note: Sewage generation is estimated to be 80% of water consumption.

The project will provide new water lines below the proposed building. These water lines will connect to existing water mains located in 70th Street and Paramount Boulevard. The existing water supply facilities and infrastructure will be able accommodate this additional demand in the near term. In addition, the proposed project will be equipped with water efficient fixtures and drought tolerant landscaping will be planted throughout the project site. As a result, the impacts are considered to be less than significant.

C. *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

The City of Paramount is located within the service area of the Sanitation District 2 of Los Angeles County.[90] Local sewer lines are maintained by the City of Paramount, while the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated within the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day.

According to Table 3-10, the project is projected to produce 13,500 gallons of effluent on a daily basis. The site's existing sewage generation is also shown in Table 3-10. As shown in the table, the existing uses produce an estimated 1,250 gallons of effluent on a daily basis. The difference in generation is shown in the last row of the table. As shown in Table 3-10, the project will result in a net increase in effluent generation of 12,250 gallons per day.

Table 3-10
Wastewater Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Project (Assumes 108 Beds)			
Assisted Living Facility (Convalescent Home/Rooming House)*	108 beds	125 gals/bed	13,500 gals/day
Existing Water Consumption (gals/day)			
Bar (Night Club)*	2,800 sq. ft.	350 gals/1,000 sq. ft.	980 gals/day

[90] Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp.

Table 3-10 (continued)
Wastewater Generation (gals/day)

Use	Unit	Factor	Generation
Auto Repair Shop (Auto Sales/Repair)*	2,700 sq. ft.	100 gals/1,000 sq. ft.	270 gals/day
Total Existing	5,500 sq. ft.		1,250 gals/day
Proposed Project	108 beds	125 gals/bed	13,500 gals/day
Existing Uses	5,500 sq. ft.		1,250 gals/day
Net Increase			12,250 gals/day

*Source: Los Angeles County Sanitation Districts.

The project will connect to existing sewer lines located along Paramount Boulevard. These sewer lines will have the capacity to accommodate future increases in effluent discharge. In addition, the aforementioned wastewater treatment plants have capacity to accommodate the project's increase in waste water generation. As a result, the potential impacts in regards to wastewater are considered to be less than significant.

D. *Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure? ● Less than Significant Impact.*

Trash collection is provided by the CalMet for disposal into the Commerce Incinerator or at the area MRF facilities and/or landfills. In addition, the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.

Additionally, the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF) is able to accept 4,440 tons per day of solid waste. Waste may also be transferred to the Downey Area Recycling and Transfer Facility, the South Gate Transfer Station, and the Southeast Resource and recovery facility. According to Table 3-11, the project is projected to produce 245 pounds of solid waste on a daily basis. The site's existing solid waste generation is also shown in Table 3-11. As shown in the table, the existing uses produce an estimated 230 pounds of solid waste on a daily basis. The difference in generation is shown in the last row of the table. As shown in Table 3-11, the project will result in a net increase in effluent generation of 15 pounds of solid waste per day. This amount is not significant and will be accommodated by the aforementioned landfill. As a result, the potential impacts are considered to be less than significant.

Table 3-11
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Proposed Project (Assumes 14 units)			
Assisted Living Facility (Convalescent Home/Rooming House)*	14 units	12.23 pounds/dwelling unit	245 lbs./day
Existing Water Consumption (gals/day)			
Bar (Night Club)*	2,800 sq. ft.	42 lbs/1,000 sq. ft.	118 lbs./day

Table 3-11 (continued)
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Auto Repair Shop (Auto Sales/Repair)*	2,700 sq. ft.	42 lbs/1,000 sq. ft.	113 lbs./day
Total Existing	5,500 sq. ft.		230 lbs./day
Proposed Project	14 units	12.23 pounds/dwelling unit	245 lbs./day
Existing Uses	5,500 sq. ft.		230 lbs./day
Net Increase			15 lbs./day

*Source: Blodgett Baylosis Environmental Planning and the City of Los Angeles

E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? ● No Impact.

The proposed project, like all other development in Paramount, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.

The proposed project, like all other development in Paramount, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

MITIGATION MEASURES

The analysis of utilities and service systems indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				✖
C. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				✖
D. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The project site is located in the midst of an urban area. Improved surface streets serve the project site and the surrounding area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? ● No Impact.*

The project site and the adjacent properties are urbanized. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard

severity zones (the site is located 20 miles south of the San Gabriel Mountains and 10 miles southwest of the Puente Hills). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

C. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? ● No Impact.*

The project will include the installation of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface. As a result, the potential impacts are considered to be less than significant.

D. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The surrounding areas are developed and are covered over in pavement and concrete. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and impacts.

MITIGATION MEASURES

The analysis of wildfires impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?				✖
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)?				✖
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✖

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 environmental assessment:

- 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. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 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

The following mitigation is required pursuant to AB-52.

Mitigation Measure No. 1 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required to ensure that ACMs and LBP is removed pursuant to local, state, and Federal regulations:

Mitigation Measure No. 2 (Hazards & Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground storage tanks (UST), and other hazardous substances and materials that may be encountered during demolition and land clearance activities. The City's Inspector will ensure compliance by inspecting the site during the demolition phase. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The analysis of potential impacts related to noise indicated that the following mitigation will be required:

Mitigation Measure No. 3 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the issuance of a demolition permit, grading permit, and building permit.

Mitigation Measure No. 4 (Noise). Temporary noise barriers must be erected along the site's western boundary. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring eight feet high with a minimum width of half an inch must be used.

4.3 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 on the following page in Table 4-1.

TABLE 4-1
MITIGATION MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.	Planning Department ● *(Applicant is responsible for implementation)*	*Prior to the commencement of construction.* ● Mitigation to continue throughout the project's construction or when the Native American monitor has indicated that there is a low potential for tribal cultural resources.	Date: Name & Title:
Mitigation Measure No. 2 (Hazards & Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground storage tanks (UST), and other hazardous substances and materials that may be encountered during demolition and land clearance activities. The City's Inspector will ensure compliance by inspecting the site during the demolition phase. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.	City Inspector ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a building permit* ● Mitigation to continue throughout the project's construction.	Date: Name & Title:
Mitigation Measure No. 3 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A Code Enforcement Officer must check and sign off on all construction equipment prior to the issuance of a demolition permit.	Code Enforcement ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a building permit* ● Mitigation to continue throughout the project's construction.	Date: Name & Title:
Mitigation Measure No. 4 (Noise). Temporary noise barriers must be erected along the site's western boundary. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring eight feet high with a minimum width of half an inch must be used.	Code Enforcement ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a building permit* ● Mitigation to continue throughout the project's construction.	Date: Name & Title:

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SECTION 5 REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

5.2 REFERENCES

The references are identified using footnotes throughout the document.

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS
APPENDIX B – NOISE WORKSHEETS

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Paramount Assisted Living

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	28.00	Space	0.25	11,200.00	0
Congregate Care (Assisted Living)	20.00	Dwelling Unit	1.25	20,000.00	57
Strip Mall	0.90	1000sqft	0.02	900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Paramount Assisted Living - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use -

Construction Phase - Construction times are estimated.

Demolition -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Paramount Assisted Living - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	196.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	21.00
tblConstructionPhase	PhaseEndDate	9/8/2020	12/31/2020
tblConstructionPhase	PhaseEndDate	8/11/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	10/28/2019	10/31/2019
tblConstructionPhase	PhaseEndDate	11/5/2019	12/31/2019
tblConstructionPhase	PhaseEndDate	8/25/2020	10/31/2020
tblConstructionPhase	PhaseEndDate	10/30/2019	11/30/2019
tblConstructionPhase	PhaseStartDate	8/26/2020	11/1/2020
tblConstructionPhase	PhaseStartDate	11/6/2019	1/1/2020
tblConstructionPhase	PhaseStartDate	10/31/2019	12/1/2019
tblConstructionPhase	PhaseStartDate	8/12/2020	10/1/2020
tblConstructionPhase	PhaseStartDate	10/29/2019	11/1/2019
tblGrading	AcresOfGrading	8.25	1.50
tblGrading	AcresOfGrading	10.50	1.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.3676	23.0358	15.5391	0.0265	5.4093	1.2886	6.2923	2.9256	1.2039	3.7380	0.0000	2,606.2937	2,606.2937	0.6122	0.0000	2,621.5984
2020	3.3649	15.2657	14.0648	0.0253	0.2380	0.7996	1.0376	0.0637	0.7723	0.8360	0.0000	2,328.3782	2,328.3782	0.4154	0.0000	2,337.9940
Maximum	**3.3649**	**23.0358**	**15.5391**	**0.0265**	**5.4093**	**1.2886**	**6.2923**	**2.9256**	**1.2039**	**3.7380**	**0.0000**	**2,606.2937**	**2,606.2937**	**0.6122**	**0.0000**	**2,621.5984**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	2.3676	23.0358	15.5391	0.0265	2.1642	1.2886	3.0472	1.1555	1.2039	1.9679	0.0000	2,606.2937	2,606.2937	0.6122	0.0000	2,621.5984
2020	3.3649	15.2657	14.0648	0.0253	0.2380	0.7996	1.0376	0.0637	0.7723	0.8360	0.0000	2,328.3782	2,328.3782	0.4154	0.0000	2,337.9940
Maximum	**3.3649**	**23.0358**	**15.5391**	**0.0265**	**2.1642**	**1.2886**	**3.0472**	**1.1555**	**1.2039**	**1.9679**	**0.0000**	**2,606.2937**	**2,606.2937**	**0.6122**	**0.0000**	**2,621.5984**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**57.46**	**0.00**	**44.27**	**59.22**	**0.00**	**38.70**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7463	0.4341	11.8276	0.0260		1.5369	1.5369		1.5369	1.5369	187.3384	362.9774	550.3157	0.5616	0.0127	568.1443
Energy	7.9600e-003	0.0680	0.0291	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8330	86.8330	1.6600e-003	1.5900e-003	87.3490
Mobile	0.1630	0.7985	2.0024	7.1000e-003	0.5595	5.5600e-003	0.5651	0.1497	5.1900e-003	0.1549		722.4508	722.4508	0.0353		723.3342
Total	**5.9173**	**1.3006**	**13.8592**	**0.0336**	**0.5595**	**1.5480**	**2.1075**	**0.1497**	**1.5476**	**1.6973**	**187.3384**	**1,172.2612**	**1,359.5996**	**0.5986**	**0.0143**	**1,378.8275**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5056	0.0191	1.6566	9.0000e-005		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	2.9774	2.9774	2.9000e-003	0.0000	3.0498
Energy	7.9600e-003	0.0680	0.0291	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8330	86.8330	1.6600e-003	1.5900e-003	87.3490
Mobile	0.1630	0.7985	2.0024	7.1000e-003	0.5595	5.5600e-003	0.5651	0.1497	5.1900e-003	0.1549		722.4508	722.4508	0.0353		723.3342
Total	**0.6766**	**0.8856**	**3.6881**	**7.6200e-003**	**0.5595**	**0.0202**	**0.5797**	**0.1497**	**0.0198**	**0.1695**	**0.0000**	**812.2612**	**812.2612**	**0.0399**	**1.5900e-003**	**813.7330**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	88.57	31.91	73.39	77.29	0.00	98.70	72.49	0.00	98.72	90.01	100.00	30.71	40.26	93.33	88.89	40.98

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2019	10/31/2019	5	23	
2	Site Preparation	Site Preparation	11/1/2019	11/30/2019	5	21	
3	Grading	Grading	12/1/2019	12/31/2019	5	22	
4	Building Construction	Building Construction	1/1/2020	9/30/2020	5	196	
5	Paving	Paving	10/1/2020	10/31/2020	5	22	
6	Architectural Coating	Architectural Coating	11/1/2020	12/31/2020	5	44	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.25

Residential Indoor: 40,500; Residential Outdoor: 13,500; Non-Residential Indoor: 1,350; Non-Residential Outdoor: 450; Striped Parking Area: 672 (Architectural Coating – sqft)

OffRoad Equipment

Paramount Assisted Living - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	25.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2354	0.0000	0.2354	0.0356	0.0000	0.0356			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017		2,360.7198	2,360.7198	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.2354**	**1.2863**	**1.5217**	**0.0356**	**1.2017**	**1.2374**		**2,360.7198**	**2,360.7198**	**0.6011**		**2,375.7475**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.9300e-003	0.3164	0.0606	8.5000e-004	0.0190	1.1700e-003	0.0202	5.2100e-003	1.1200e-003	6.3300e-003		92.0454	92.0454	6.2800e-003		92.2023
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0443	0.5841	1.5400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		153.5286	153.5286	4.8000e-003		153.6486
Total	**0.0726**	**0.3607**	**0.6447**	**2.3900e-003**	**0.1643**	**2.3000e-003**	**0.1666**	**0.0438**	**2.1600e-003**	**0.0459**		**245.5739**	**245.5739**	**0.0111**		**245.8509**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0918	0.0000	0.0918	0.0139	0.0000	0.0139			0.0000			0.0000
Off-Road	2.2950	22.6751	14.8943	0.0241		1.2863	1.2863		1.2017	1.2017	0.0000	2,360.7197	2,360.7197	0.6011		2,375.7475
Total	**2.2950**	**22.6751**	**14.8943**	**0.0241**	**0.0918**	**1.2863**	**1.3781**	**0.0139**	**1.2017**	**1.2156**	**0.0000**	**2,360.7197**	**2,360.7197**	**0.6011**		**2,375.7475**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.9300e-003	0.3164	0.0606	8.5000e-004	0.0190	1.1700e-003	0.0202	5.2100e-003	1.1200e-003	6.3300e-003		92.0454	92.0454	6.2800e-003		92.2023
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0443	0.5841	1.5400e-003	0.1453	1.1300e-003	0.1464	0.0385	1.0400e-003	0.0396		153.5286	153.5286	4.8000e-003		153.6486
Total	**0.0726**	**0.3607**	**0.6447**	**2.3900e-003**	**0.1643**	**2.3000e-003**	**0.1666**	**0.0438**	**2.1600e-003**	**0.0459**		**245.5739**	**245.5739**	**0.0111**		**245.8509**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3198	0.0000	5.3198	2.9019	0.0000	2.9019			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118		1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**5.3198**	**0.8824**	**6.2022**	**2.9019**	**0.8118**	**3.7137**		**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0273	0.3595	9.5000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		94.4791	94.4791	2.9500e-003		94.5530
Total	**0.0392**	**0.0273**	**0.3595**	**9.5000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**94.4791**	**94.4791**	**2.9500e-003**		**94.5530**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0747	0.0000	2.0747	1.1317	0.0000	1.1317			0.0000			0.0000
Off-Road	1.7123	19.4821	7.8893	0.0172		0.8824	0.8824		0.8118	0.8118	0.0000	1,704.9189	1,704.9189	0.5394		1,718.4044
Total	**1.7123**	**19.4821**	**7.8893**	**0.0172**	**2.0747**	**0.8824**	**2.9571**	**1.1317**	**0.8118**	**1.9435**	**0.0000**	**1,704.9189**	**1,704.9189**	**0.5394**		**1,718.4044**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0273	0.3595	9.5000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		94.4791	94.4791	2.9500e-003		94.5530
Total	**0.0392**	**0.0273**	**0.3595**	**9.5000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**94.4791**	**94.4791**	**2.9500e-003**		**94.5530**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5889	0.0000	4.5889	2.4905	0.0000	2.4905			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775		1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**4.5889**	**0.7365**	**5.3253**	**2.4905**	**0.6775**	**3.1680**		**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0273	0.3595	9.5000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		94.4791	94.4791	2.9500e-003		94.5530
Total	**0.0392**	**0.0273**	**0.3595**	**9.5000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**94.4791**	**94.4791**	**2.9500e-003**		**94.5530**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7897	0.0000	1.7897	0.9713	0.0000	0.9713			0.0000			0.0000
Off-Road	1.4197	16.0357	6.6065	0.0141		0.7365	0.7365		0.6775	0.6775	0.0000	1,396.3909	1,396.3909	0.4418		1,407.4359
Total	**1.4197**	**16.0357**	**6.6065**	**0.0141**	**1.7897**	**0.7365**	**2.5261**	**0.9713**	**0.6775**	**1.6488**	**0.0000**	**1,396.3909**	**1,396.3909**	**0.4418**		**1,407.4359**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0273	0.3595	9.5000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		94.4791	94.4791	2.9500e-003		94.5530
Total	**0.0392**	**0.0273**	**0.3595**	**9.5000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**94.4791**	**94.4791**	**2.9500e-003**		**94.5530**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0131	0.4197	0.1000	1.0300e-003	0.0256	2.0800e-003	0.0277	7.3700e-003	1.9900e-003	9.3600e-003		109.7794	109.7794	6.8900e-003		109.9517
Worker	0.0860	0.0578	0.7768	2.1800e-003	0.2124	1.6100e-003	0.2140	0.0563	1.4800e-003	0.0578		217.4393	217.4393	6.2500e-003		217.5956
Total	**0.0991**	**0.4775**	**0.8767**	**3.2100e-003**	**0.2380**	**3.6900e-003**	**0.2417**	**0.0637**	**3.4700e-003**	**0.0672**		**327.2187**	**327.2187**	**0.0131**		**327.5473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0131	0.4197	0.1000	1.0300e-003	0.0256	2.0800e-003	0.0277	7.3700e-003	1.9900e-003	9.3600e-003		109.7794	109.7794	6.8900e-003		109.9517
Worker	0.0860	0.0578	0.7768	2.1800e-003	0.2124	1.6100e-003	0.2140	0.0563	1.4800e-003	0.0578		217.4393	217.4393	6.2500e-003		217.5956
Total	**0.0991**	**0.4775**	**0.8767**	**3.2100e-003**	**0.2380**	**3.6900e-003**	**0.2417**	**0.0637**	**3.4700e-003**	**0.0672**		**327.2187**	**327.2187**	**0.0131**		**327.5473**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328		1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**		**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.0588**	**0.0395**	**0.5315**	**1.4900e-003**	**0.1453**	**1.1000e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**148.7743**	**148.7743**	**4.2800e-003**		**148.8812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8402	8.4514	8.8758	0.0135		0.4695	0.4695		0.4328	0.4328	0.0000	1,296.9461	1,296.9461	0.4111		1,307.2246
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8402**	**8.4514**	**8.8758**	**0.0135**		**0.4695**	**0.4695**		**0.4328**	**0.4328**	**0.0000**	**1,296.9461**	**1,296.9461**	**0.4111**		**1,307.2246**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.0588**	**0.0395**	**0.5315**	**1.4900e-003**	**0.1453**	**1.1000e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**148.7743**	**148.7743**	**4.2800e-003**		**148.8812**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.1046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**3.3468**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	0.0122	0.1635	4.6000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		45.7767	45.7767	1.3200e-003		45.8096
Total	**0.0181**	**0.0122**	**0.1635**	**4.6000e-004**	**0.0447**	**3.4000e-004**	**0.0451**	**0.0119**	**3.1000e-004**	**0.0122**		**45.7767**	**45.7767**	**1.3200e-003**		**45.8096**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.1046					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**3.3468**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	0.0122	0.1635	4.6000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		45.7767	45.7767	1.3200e-003		45.8096
Total	**0.0181**	**0.0122**	**0.1635**	**4.6000e-004**	**0.0447**	**3.4000e-004**	**0.0451**	**0.0119**	**3.1000e-004**	**0.0122**		**45.7767**	**45.7767**	**1.3200e-003**		**45.8096**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1630	0.7985	2.0024	7.1000e-003	0.5595	5.5600e-003	0.5651	0.1497	5.1900e-003	0.1549		722.4508	722.4508	0.0353		723.3342
Unmitigated	0.1630	0.7985	2.0024	7.1000e-003	0.5595	5.5600e-003	0.5651	0.1497	5.1900e-003	0.1549		722.4508	722.4508	0.0353		723.3342

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	54.80	44.00	48.80	179,059	179,059
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	39.89	37.84	18.39	69,489	69,489
Total	94.69	81.84	67.19	248,548	248,548

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Congregate Care (Assisted Living)	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
Enclosed Parking with Elevator	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
Strip Mall	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.9600e-003	0.0680	0.0291	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8330	86.8330	1.6600e-003	1.5900e-003	87.3490
NaturalGas Unmitigated	7.9600e-003	0.0680	0.0291	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8330	86.8330	1.6600e-003	1.5900e-003	87.3490

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	734.037	7.9200e-003	0.0677	0.0288	4.3000e-004		5.4700e-003	5.4700e-003		5.4700e-003	5.4700e-003		86.3573	86.3573	1.6600e-003	1.5800e-003	86.8704
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.04384	4.0000e-005	4.0000e-004	3.3000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4758	0.4758	1.0000e-005	1.0000e-005	0.4786
Total		**7.9600e-003**	**0.0681**	**0.0291**	**4.3000e-004**		**5.5000e-003**	**5.5000e-003**		**5.5000e-003**	**5.5000e-003**		**86.8330**	**86.8330**	**1.6700e-003**	**1.5900e-003**	**87.3490**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	0.734037	7.9200e-003	0.0677	0.0288	4.3000e-004		5.4700e-003	5.4700e-003		5.4700e-003	5.4700e-003		86.3573	86.3573	1.6600e-003	1.5800e-003	86.8704
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.00404384	4.0000e-005	4.0000e-004	3.3000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4758	0.4758	1.0000e-005	1.0000e-005	0.4786
Total		**7.9600e-003**	**0.0681**	**0.0291**	**4.3000e-004**		**5.5000e-003**	**5.5000e-003**		**5.5000e-003**	**5.5000e-003**		**86.8330**	**86.8330**	**1.6700e-003**	**1.5900e-003**	**87.3490**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5056	0.0191	1.6566	9.0000e-005		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	2.9774	2.9774	2.9000e-003	0.0000	3.0498
Unmitigated	5.7463	0.4341	11.8276	0.0260		1.5369	1.5369		1.5369	1.5369	187.3384	362.9774	550.3157	0.5616	0.0127	568.1443

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0374					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5.2407	0.4150	10.1710	0.0260		1.5278	1.5278		1.5278	1.5278	187.3384	360.0000	547.3384	0.5587	0.0127	565.0945
Landscaping	0.0504	0.0191	1.6566	9.0000e-005		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003		2.9774	2.9774	2.9000e-003		3.0498
Total	**5.7463**	**0.4341**	**11.8276**	**0.0260**		**1.5369**	**1.5369**		**1.5369**	**1.5369**	**187.3384**	**362.9774**	**550.3157**	**0.5616**	**0.0127**	**568.1443**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0374					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0504	0.0191	1.6566	9.0000e-005		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003		2.9774	2.9774	2.9000e-003		3.0498
Total	**0.5056**	**0.0191**	**1.6566**	**9.0000e-005**		**9.1300e-003**	**9.1300e-003**		**9.1300e-003**	**9.1300e-003**	**0.0000**	**2.9774**	**2.9774**	**2.9000e-003**	**0.0000**	**3.0498**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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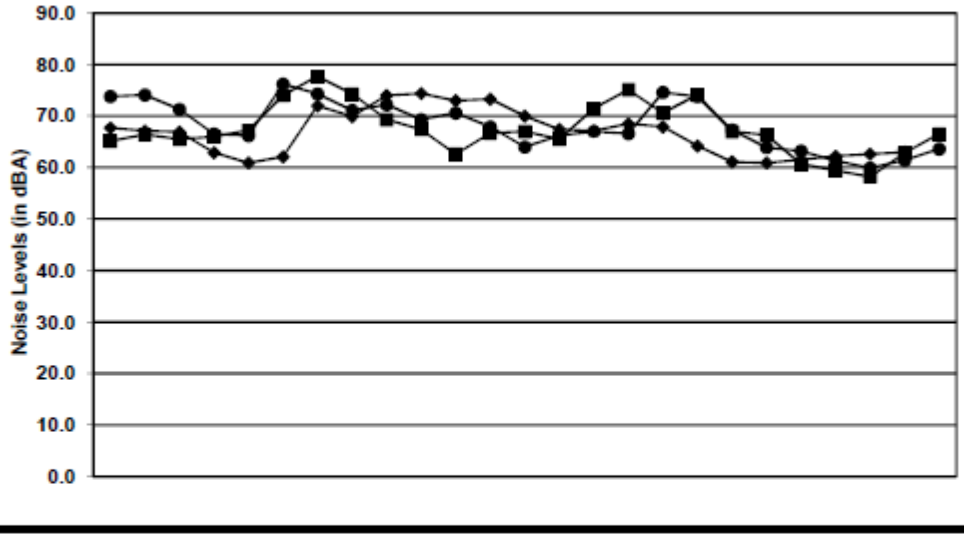
Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
67.8	67.7	65.1	73.8	L_{99}	79.3	74.4	77.7	76.2
67.4	67.1	66.4	74.1		76.4	74.0	75.1	74.6
66.1	66.9	65.5	71.3	L_{90}	75.0	73.3	74.3	74.3
67.6	62.9	66.0	66.5		74.1	73.0	74.1	74.1
68.7	60.9	67.2	66.2		73.7	72.0	74.0	73.8
70.5	62.1	74.0	76.2		73.3	70.0	71.5	73.8
71.3	72.0	77.7	74.3		72.2	69.9	70.6	72.2
71.7	69.9	74.3	71.1		71.7	68.5	69.3	71.3
69.7	74.0	69.3	72.2		71.3	67.9	67.4	71.1
70.0	74.4	67.4	69.3		71.1	67.7	67.2	70.6
70.9	73.0	62.6	70.6		71.1	67.4	67.0	69.3
66.4	73.3	66.7	67.9	L_{50}	70.9	67.1	67.0	67.9
69.4	70.0	67.0	64.0		70.5	67.1	66.7	67.3
70.5	67.4	65.5	66.2		70.5	66.9	66.5	67.0
71.1	67.1	71.5	67.0		70.0	64.2	66.4	66.6
76.4	68.5	75.1	66.6		69.7	63.7	66.3	66.5
79.3	67.9	70.6	74.6		69.4	63.0	66.0	66.2
75.0	64.2	74.1	73.8		68.7	62.9	65.5	66.2
74.1	61.1	67.0	67.3		67.8	62.6	65.5	64.0
73.3	60.9	66.3	63.9	L_{25}	67.6	62.2	65.1	63.9
71.1	61.5	60.7	63.2		67.4	62.1	62.8	63.6
73.7	62.2	59.4	61.3		67.0	61.5	62.6	63.2
72.2	62.6	58.2	59.9	L_{10}	66.8	61.1	60.7	61.4
67.0	63.0	62.8	61.4		66.4	60.9	59.4	61.3
66.8	63.7	66.5	63.6		66.1	60.9	58.2	59.9



Noise Measurements along the west side of Paramount Blvd

Source: Blodgett Baylosis Environmental Planning

79.3
77.7
76.4
76.2
75.1
75.0
74.6
74.4
74.3
74.3
74.1
74.1
74.1
74.0
74.0
73.8
73.8
73.7
73.3

99%

90%

73.3
73.0
72.2
72.2
72.0
71.7
71.5
71.3
71.3
71.1
71.1
71.1
70.9
70.6
70.6
70.5
70.5
70.0
70.0
69.9
69.7
69.4
69.3
69.3
68.7
68.5
67.9
67.9
67.8
67.7
67.6
67.4
67.4
67.4
67.3
67.2
67.1
67.1
67.0
67.0
67.0
67.0
66.9
66.8
66.7
66.6
66.5
66.5
66.4
66.4
66.3
66.2
66.2
66.1
66.0
65.5
65.5
65.1
64.2

75%

50%

64.0
63.9
63.7
63.6
63.2
63.0
62.9
62.8
62.6
62.6
62.2
62.1
61.5
61.4
61.3
61.1
60.9
60.9
60.7
59.9
59.4
58.2

6825.5
68.255

Demolition Noise
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 06/20/2019
Case Description: Paramount Senior Assisted Living

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residential	Residential	68.2	50.0	50.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	20.0	0.0
Dozer	No	40		81.7	20.0	0.0
Tractor	No	40	84.0		20.0	0.0
Tractor	No	40	84.0		40.0	0.0
Tractor	No	40	84.0		60.0	0.0
Front End Loader	No	40		79.1	20.0	0.0
Front End Loader	No	40		79.1	40.0	0.0
Front End Loader	No	40		79.1	60.0	0.0
Backhoe	No	40		77.6	20.0	0.0
Backhoe	No	40		77.6	40.0	0.0
Backhoe	No	40		77.6	60.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Day Lmax	Day Leq	Calculated (dBA) Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Concrete Saw	97.5	90.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	89.6	85.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	92.0	88.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	85.9	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	82.4	78.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	87.1	83.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	81.0	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	77.5	73.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	85.5	81.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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Demolition Noise

N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Backhoe			79.5	75.5	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Backhoe			76.0	72.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
	Total		97.5	94.5	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			

Grading_Site Preparation Noise
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 06/20/2019
Case Description: Paramount Senior Assisted Living

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Adjacent Residential	Residential	68.2	55.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		20.0	0.0
Dozer	No	40		81.7	20.0	0.0
Backhoe	No	40		77.6	40.0	0.0
Tractor	No	40	84.0		40.0	0.0
Front End Loader	No	40		79.1	30.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Night	Day	Calculated (dBA) Evening		Day Night		Evening		
Equipment Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax Leq	Lmax	Leq	Lmax
Grader		93.0	89.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			
Dozer		89.6	85.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			
Backhoe		79.5	75.5	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			
Tractor		85.9	82.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			
Front End Loader		83.5	79.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			
Total		93.0	91.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A N/A	N/A	N/A	N/A	N/A			

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