

# INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

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**KENTUCKY FRIED CHICKEN  
FAST FOOD RESTAURANT  
7803 ALONDRA BOULEVARD  
CITY OF PARAMOUNT  
CONDITIONAL USE PERMIT (CUP) 908  
DEVELOPMENT REVIEW APPLICATION (DRA) 21:006**



**LEAD AGENCY:**

**CITY OF PARAMOUNT PLANNING DEPARTMENT  
16400 COLORADO BOULEVARD  
PARAMOUNT, CALIFORNIA 90723**

**REPORT PREPARED BY:**

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**JULY 15, 2021**

PARA 100

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# MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Kentucky Fried Chicken Fast Food Restaurant, Conditional Use Permit (CUP) 908 and Development Review Application (DRA) 21:006.

**APPLICANT:** Mr. Stan Singh, Herb and Kaur, Inc. 15111 Whittier Blvd, Suite 446. Whittier, California 90603

**LOCATION:** The site's legal address 7803 Alondra Boulevard. The Assessor Parcel Number (APN) applicable to the site is 6270-027-018.

**CITY & COUNTY:** Paramount, Los Angeles County.

**DESCRIPTION:** The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane will have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.

**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.





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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>1</sup> The project Applicant is Mr. Stan Singh, Herb and Kaur, Inc. 15111 Whittier Blvd, Suite 446. Whittier, California 90603.

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.<sup>2</sup> 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

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<sup>1</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>2</sup> 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.

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.<sup>3</sup> Questions and/or comments should be submitted to:

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

## 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.



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<sup>3</sup> California, State of. *California Public Resources Code. Section 21091 (b).*

## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only.<sup>4</sup> The project is described in greater detail in Section 2.4.

### 2.2 PROJECT LOCATION

The project site is located on the south-central portion of the City of Paramount. 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.<sup>5</sup> 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.<sup>6</sup>

The site's legal address 7803 Alondra Boulevard. The Assessor Parcel Number (APN) applicable to the site is 6270-027-018. The project site is located on the northeast corner of Alondra Boulevard and Vermont Avenue.<sup>7</sup> The topographic coordinates of the project site are N. 33°88'95.06";E-118°16.2381. 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 0.34-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:<sup>8</sup>

- *North of the Project Site.* An industrial use (Jim Jean Che Company) abuts the project site along the north side. This business is located at 15746 Vermont Avenue.<sup>9</sup>

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<sup>4</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

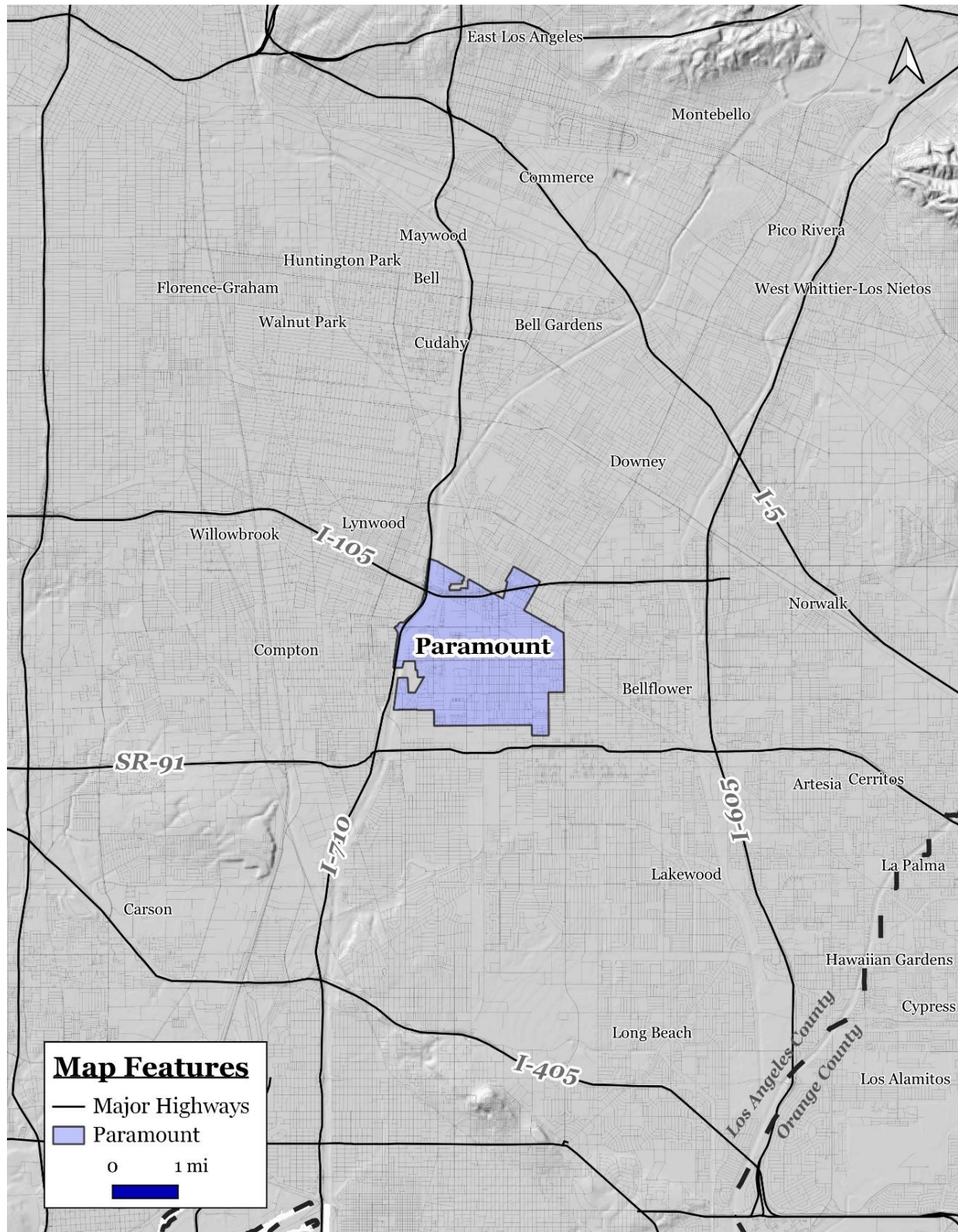
<sup>5</sup> Blodgett Baylosis Environmental Planning.

<sup>6</sup> Ibid.

<sup>7</sup> Los Angeles County Assessor. *Parcel Viewer*. Website Accessed on July 9, 2021.

<sup>8</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 9, 2021.

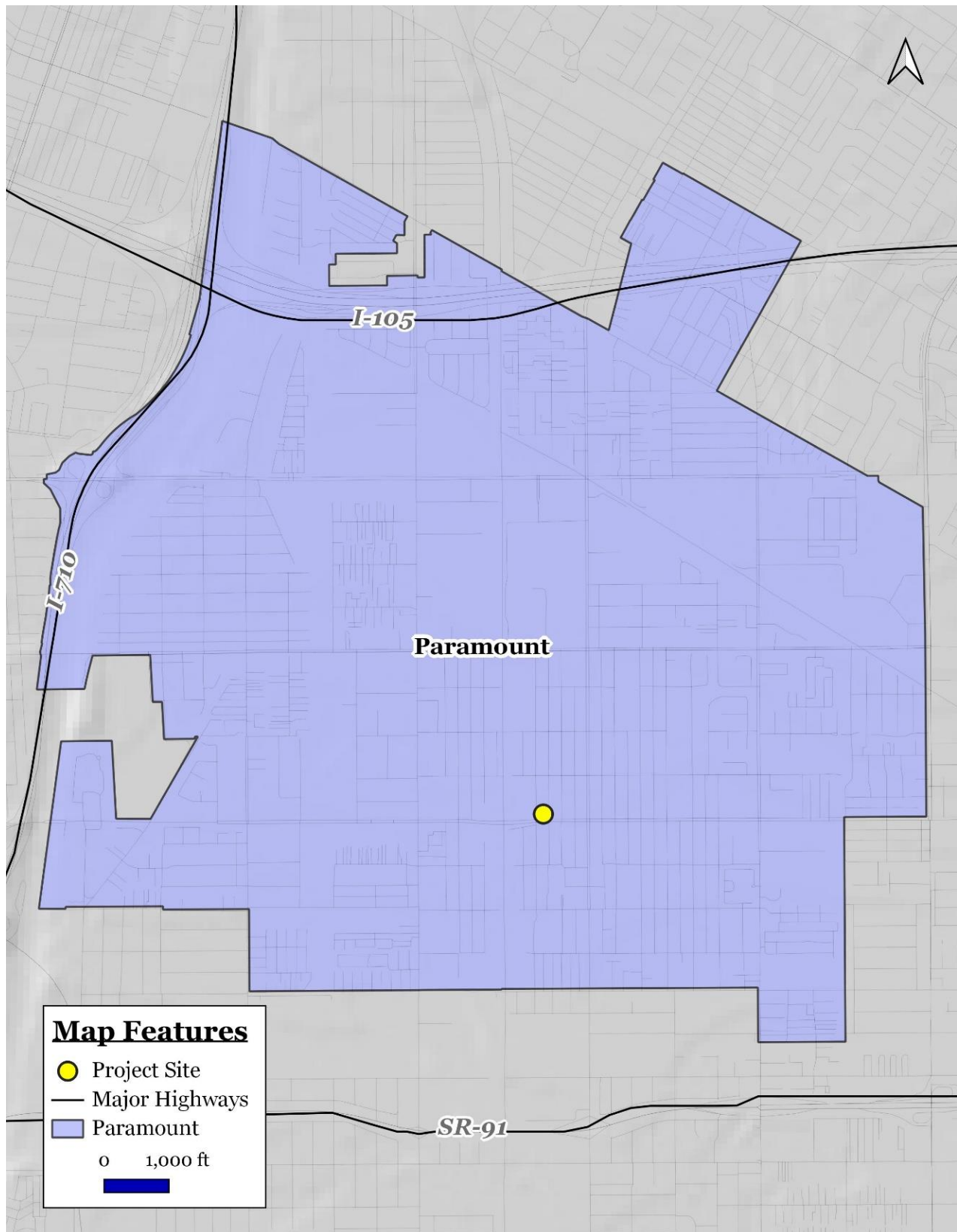
<sup>9</sup> Google Earth, Website accessed on July 9<sup>th</sup>, 2021.



## EXHIBIT 2-1 REGIONAL MAP

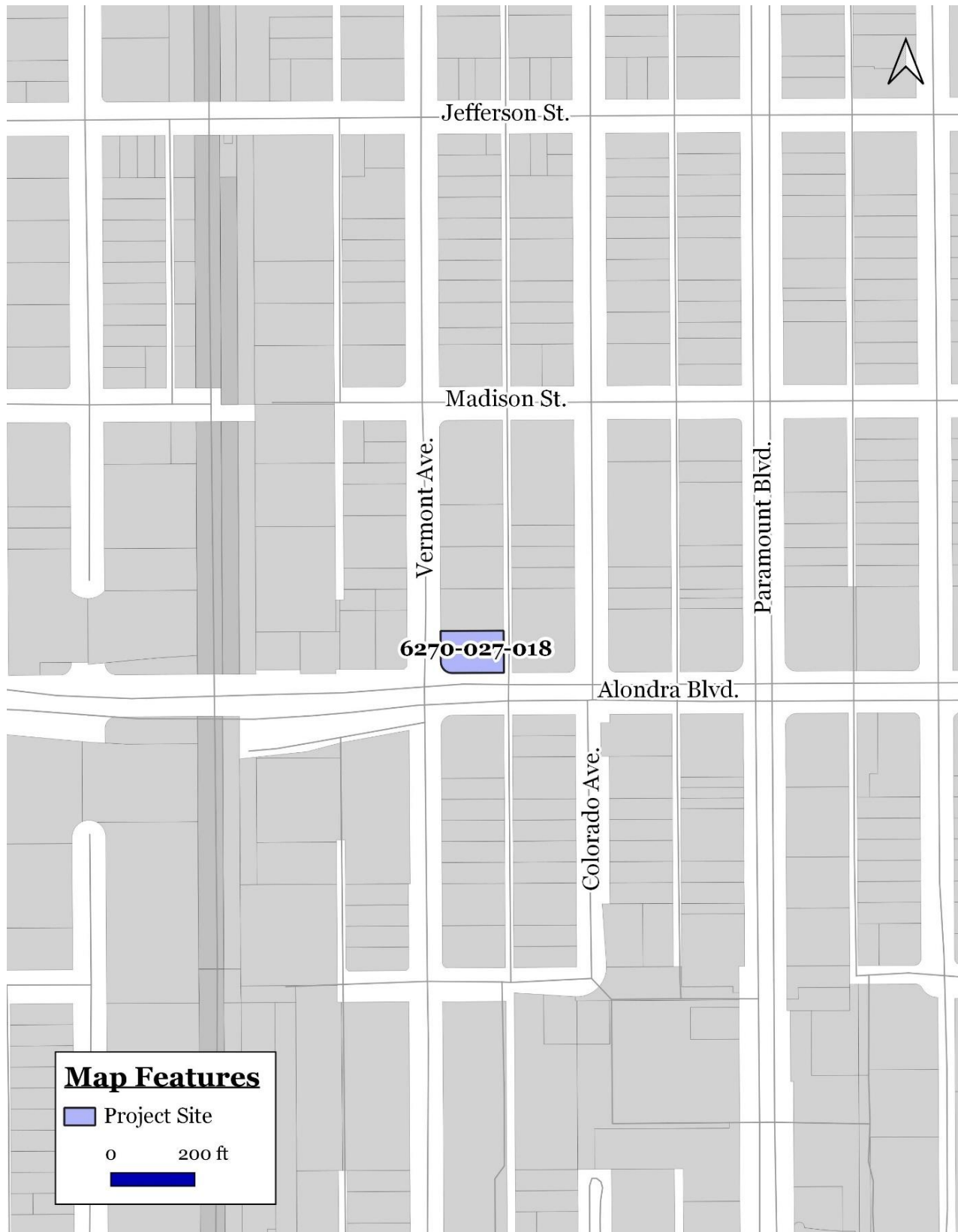
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING





## EXHIBIT 2-2 CITYWIDE MAP

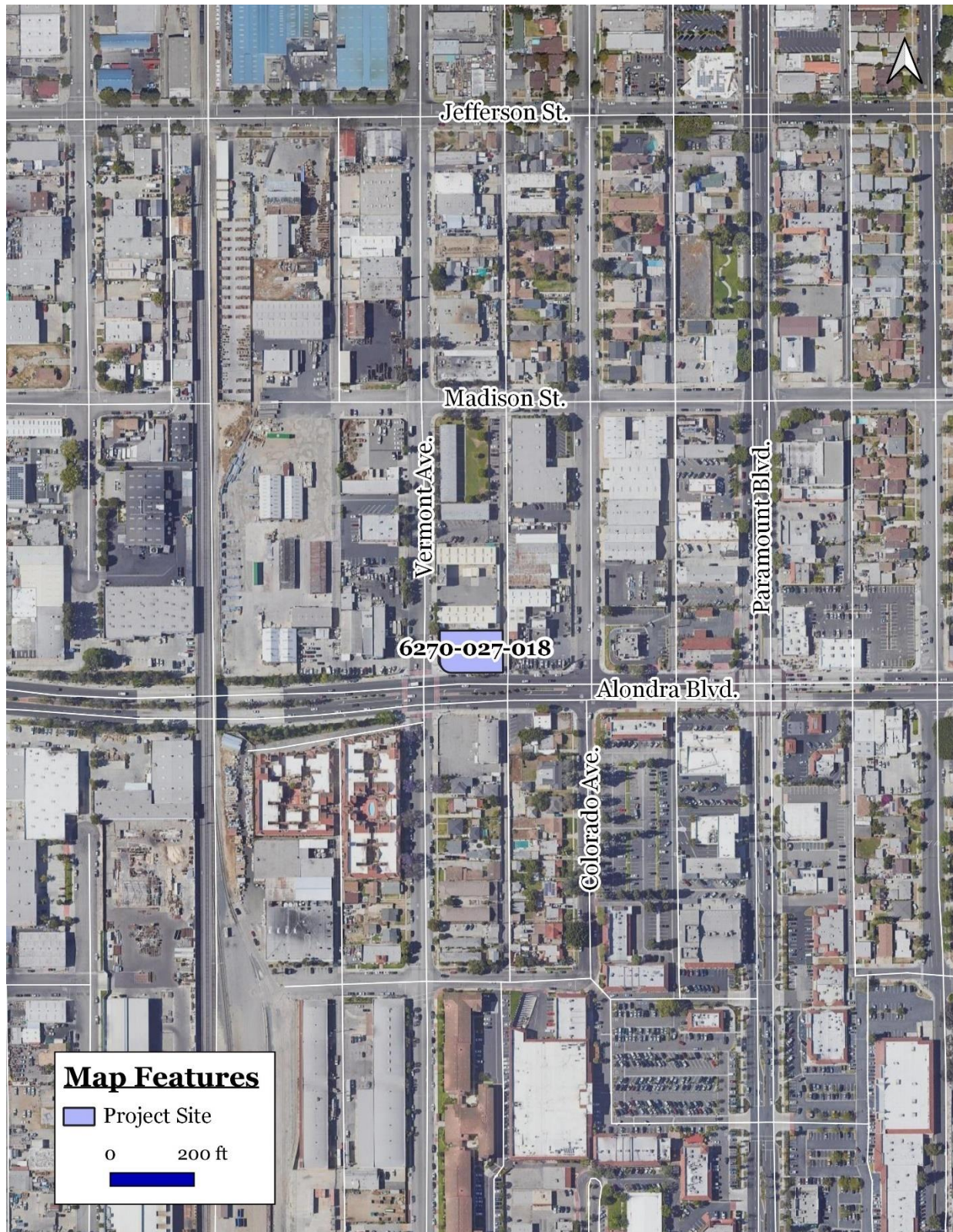
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



## EXHIBIT 2-3 LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING





**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**

SOURCE: GOOGLE SATELLITE

- *South of the Project Site.* Alondra Boulevard extends along the project site's southerly side. On the opposite (south) side of Alondra Boulevard is a banquet hall (Hynes Des, Inc, 7812 Alondra Boulevard).<sup>10</sup>
- *East of the Project Site.* An alley extends along the site's east's east side. Further east, on the east side of alley is a commercial business, Advance Industrial Services, Inc. (7831 Alondra Boulevard). of Paramount Boulevard.
- *West of the Project Site.* Vermont Avenue extends along the project site's west side. On the opposite (west) side of Vermont Avenue is Fix Auto Paramount (7771 Alondra Boulevard).<sup>11</sup>

Other notable uses within the vicinity of the project site include the Paramount City Hall, located approximately 1,750 feet to the south, Alondra Middle School, located approximately 3,800 feet to the southeast, and Lincoln Elementary School, located 1,780 feet to the northeast.<sup>12</sup> The project site was formerly developed though it is now vacant and covered over in hardscape. The site is surround by a block wall.<sup>13</sup> The surrounding parcels are fully developed. There are no natural and/or native undeveloped land in the surrounding area. Additionally, the project site is currently zoned as CM (*Commercial Manufacturing*).<sup>14</sup>

## 2.4 PROJECT DESCRIPTION

### PHYSICAL CHARACTERISTICS

The proposed project would involve the construction of a new Kentucky Fried Chicken (KFC)® fast food restaurant. The project will consist of the following elements:

- *Project Site.* The project site totals 0.34 acres (14,855 square feet) and is located at the northeast corner of Alondra Boulevard and Vermont Boulevard. The site has a maximum lot width (east to west) of approximately 155 feet and a depth (north to south) of approximately 95 feet.<sup>15</sup>
- *Main Building.* The project site would be occupied by a 2,100 square foot, single level building. The new building's maximum height will be 19-feet, 8-inches. The building's dimensions would be 76-feet (east to west) by 28-feet, 5-inches (north to south).<sup>16</sup> A drive-through lane would extend along the building's east and north sides. The menu and speaker box would be located along the building's northeast corner.<sup>17</sup>

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<sup>10</sup> Google Earth, Website accessed on July 9, 2021.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

<sup>13</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 9, 2021.

<sup>14</sup> City of Paramount Zoning Map. August 14, 2018.

<sup>15</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

- *Access and Parking.* Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. As indicated previously, a drive-through lane would extend along the building's east and north sides. A loading/unloading space would be located near the building's southeast corner. As indicated previously, the drive-through lane has a stacking capacity of between 11 to 12 vehicles.<sup>18</sup>
- *Landscaping.* A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. The landscaping will be xeriscape and employ drip irrigation.<sup>19</sup>
- *Operational Characteristics.* The operations at this KFC store would be limited to "drive through," "carry-out," and "to-go" orders only. No indoor dining or ordering will be provided. The operating hours would be from 10:30 AM to 10:00 PM, Sunday through Thursday and 10:00 AM to 10:30 PM on Fridays and Saturdays. The proposed fast-food restaurant would employ two shifts consisting of between 12 to 15 employees per day (5 employees per shift). These employees would include a shift manager, customer service, cook, and food prep worker.

The project is summarized in Table 2-1 shown below. A conceptual site plan is provided in Exhibit 2-5. A building elevation is provided in Exhibit 2-6.

**Table 2-1**  
**Project Summary Table**

Project Element	Description
Site Area	0.34 acres (14,855 sq. ft.)
Building Area	2,100 sq. ft.
Maximum Height	19m feet, 8-inches
Total Number of Parking Spaces	8 spaces (incl 1 ADA space)
Loading Space	1 loading space
Drive-through Lane Capacity	11 to 12 vehicles
Landscaping	1,783 sq. ft.

Source: Ambiente Construction & Design Corporation.

<sup>18</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>19</sup> Ibid.

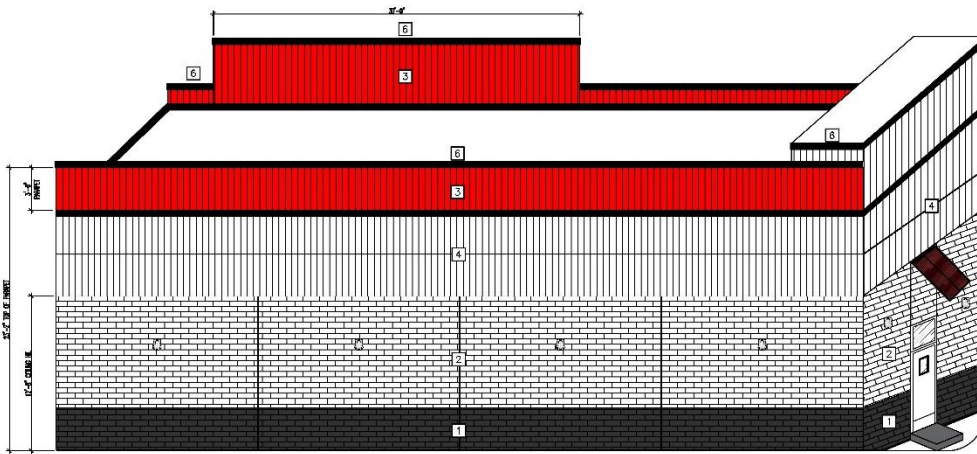




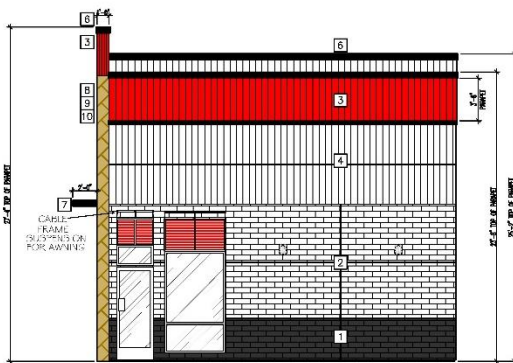
**SOURCE: AMBIENTE CONSTRUCTION & DESIGN CORPORATION.**



SOUTH ELEVATION  
SCALE 3/16" = 1'-0"



NORTH ELEVATION  
SCALE 3/16" = 1'-0"



EAST ELEVATION  
SCALE 3/16" = 1'-0"



WEST ELEVATION  
SCALE 3/16" = 1'-0"

**EXHIBIT 2-6**  
**BUILDING ELEVATIONS**  
SOURCE: AMBIENTE CONSTRUCTION & DESIGN CORPORATION.

## CONSTRUCTION CHARACTERISTICS

The construction of the proposed project would take approximately 5 months to complete. The key construction phases are outlined below:

- *Site Preparation.* The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete. This phase will involve the grading and excavation of the site. In addition, the building footings, utility lines, and other underground infrastructure will be installed during this phase.
- *Construction.* The erection of the new building would occur during this phase. Equipment used on-site during this phase would include fork-lifts, trucks, a crane, and other equipment. This phase would take approximately three months to complete.
- *Paving.* The site would be paved during this phase. Equipment used 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. Equipment used on-site during this phase would include lifts, back-hoes, and trucks. This phase will last approximately one month.

## 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 would require the following approvals:

- *Development Review Application (DRA) 21:006.* A Development Review Application to permit the operation of a fast food restaurant.
- *Conditional Use Permit (CUP) 908.* A Conditional Use Permit that would permit the operation of a drive through lane.
- 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.***

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley.<sup>20</sup>

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. 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.

<sup>20</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.



- 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), Alondra Boulevard and Vermont Avenue are not designated scenic highways.<sup>21</sup> The site is 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 within the parkway areas. As a result, no impacts will occur.

- 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 vacant. Once complete, the project will improve the image of the site by introducing new development characterized by modern architecture, new drought tolerant landscaping, and façade treatments.<sup>22</sup> As indicated previously, the project will have a maximum height of approximately 20-feet. 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? • No 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. New outdoor lighting will be provided in the site's exterior areas. However, this new lighting will be shielded and directed downward. Furthermore, there are no light sensitive land uses located adjacent to the site. As a result, the project's implementation will not result in the exposure of nearby light sensitive receptors to light trespass from exterior lighting. As a result, no 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.

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<sup>21</sup> California Department of Transportation. *Official Designated Scenic Highways*.

<sup>22</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane.<sup>23</sup> 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.<sup>24</sup> Paramount in its entirety is urban and there are no areas within the City that are classified as “Prime Farmland.” The project site and the surrounding area are urbanized 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.

<sup>23</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>24</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*.

- B.** *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?*  
• *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.<sup>25</sup> Additionally, the project site is currently zoned as CM (*Commercial Manufacturing*).<sup>26</sup> 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.<sup>27</sup> 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.<sup>28</sup> 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 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 was previously developed and is surrounded on all sides by urban development. 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

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<sup>25</sup> California Department of Conservation. *State of California Williamson Act Contract Land*.

<sup>26</sup> City of Paramount Zoning Map. Website access on July 12, 2021.

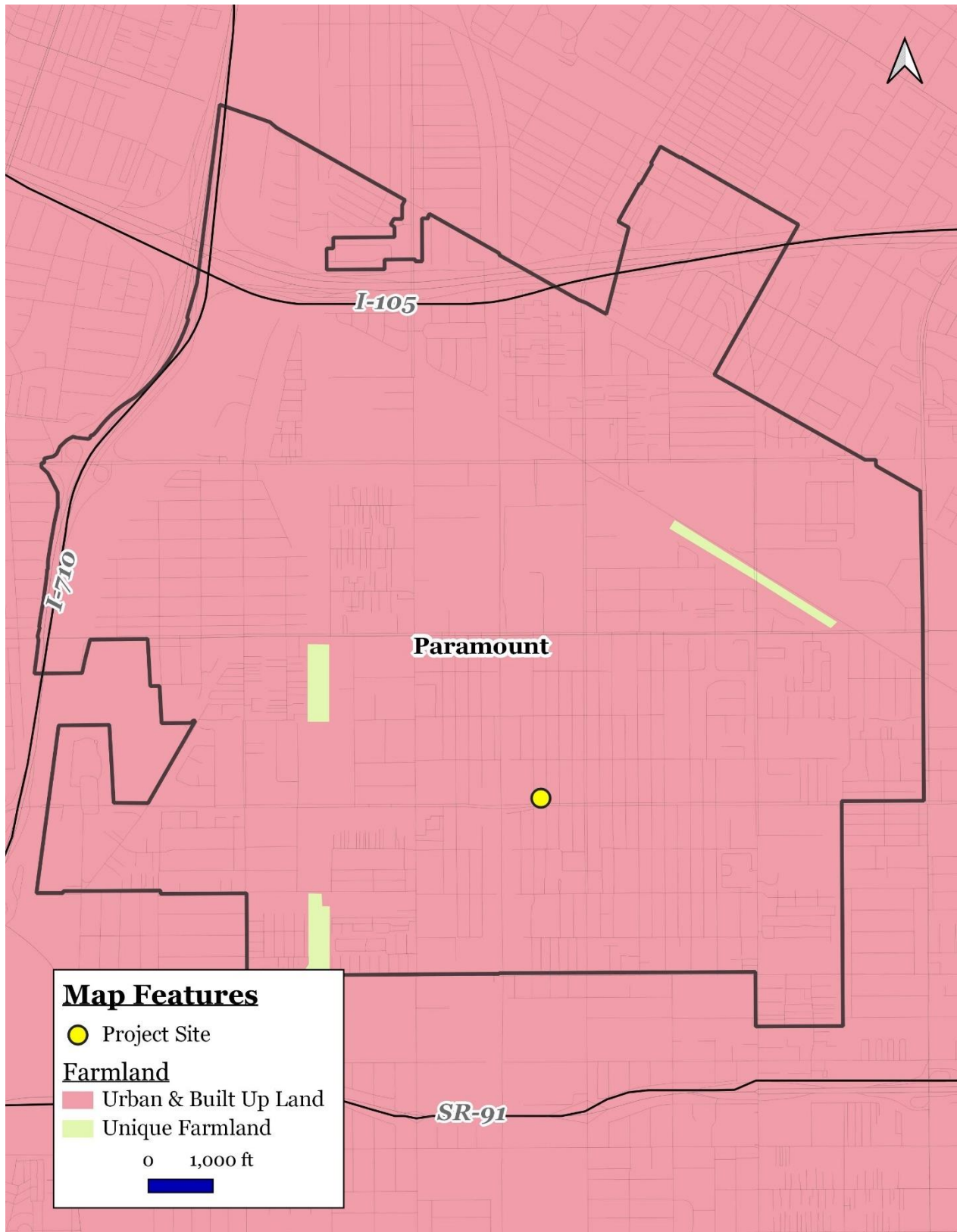
<sup>27</sup> California Department of Conservation. *State of California Williamson Act Contract Land*.

<sup>28</sup> City of Paramount. *Paramount General Plan. Land Use Element*. August 2007.

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.



**EXHIBIT 3-1**  
**AGRICULTURE MAP**

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

### 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles.<sup>29</sup>

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.<sup>30</sup> Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).<sup>31</sup> The most recent AQMP was adopted in 2019 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).<sup>32</sup> 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. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and

<sup>29</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>30</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

<sup>31</sup> Ibid.

<sup>32</sup> Ibid.

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:<sup>33</sup> *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. *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.<sup>34</sup> 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.<sup>35</sup> Thus, the project's overall employment generation is anticipated to be 12 to 15 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 5 months (refer to Section 2.4). 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 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 NO<sub>x</sub> during building demolition and construction from heavy equipment and ROG emissions from the application of architectural coatings.

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<sup>33</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

<sup>34</sup> 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.

<sup>35</sup> Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

**Table 3-1**  
**Estimated Daily Construction Emissions**

Construction Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition (on-site)	--	0.032	0.037	--	--	--
Demolition (off-site)	--	--	--	0	--	--
<b>Total Demolition</b>	--	<b>0.032</b>	<b>0.037</b>	<b>0</b>	--	--
Site Preparation (on-site)	--	--	--	0	--	--
Site Preparation (off-site)	--	--	--	0	0	--
<b>Total Site Preparation</b>	--	--	--	--	--	--
Grading (on-site)	--	.012	--	--	--	--
Grading (off-site)	--	--	--	0	--	--
<b>Total Grading</b>	--	<b>.012</b>	--	<b>0</b>	--	--
Building Construction (on-site)	.034	0.35	0.36	--	0.02	0.02
Building Construction (off-site)	--	--	--	0	--	--
<b>Total Building Construction</b>	<b>.034</b>	<b>0.35</b>	<b>0.36</b>	<b>0</b>	<b>0.02</b>	<b>0.02</b>
Paving (on-site)	--	0.015	0.018	--	--	--
Paving (off-site)	--	--	--	0	--	--
<b>Total Paving</b>	--	<b>0.015</b>	<b>0.018</b>	<b>0</b>	<b>0.60</b>	<b>0.46</b>
Architectural Coatings (on-site)	0.01	--	--	--	--	--
Architectural Coatings (off-site)	0	0	0	0	0	0
<b>Total Architectural Coatings</b>	<b>0.01</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Maximum Daily Emissions</b>	<b>0.044</b>	<b>0.409</b>	<b>0.415</b>	<b>0</b>	<b>0.62</b>	<b>0.48</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: CalEEMod, V.2020.4.0.

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.2020.4.0., 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.



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

Emissions Type	Criteria Pollutants (lbs./day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Emissions	--	0	--	0	0	0
Energy Emissions	--	0.02	0.02	--	--	--
Mobile Emissions	0.35	0.3	2.46	--	0.41	0.11
<b>Total Emissions</b>	<b>0.35</b>	<b>0.32</b>	<b>2.48</b>	<b>--</b>	<b>0.41</b>	<b>0.11</b>
<b>Thresholds</b>	<b>55</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: CalEEMod, V.2020.4.0.

The potential short-term (construction) emissions and long-term (operational) 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 and operational emissions 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). This project site is located in the midst of the Alondra Boulevard commercial corridor. There are currently no projects under construction in the immediate vicinity of the site. 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? • No 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.<sup>36</sup> These population groups are generally more sensitive to poor air quality. There are no sensitive receptors in the immediate area (refer to Exhibit 3-2).<sup>37</sup> As a result, no impacts are anticipated.

**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.<sup>38</sup> 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.

<sup>36</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

<sup>37</sup> Blodgett Baylosis Environmental Planning. *Site survey* conducted on July 9, 2021.

<sup>38</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.



**EXHIBIT 3-2**  
**SENSITIVE RECEPTORS MAP**  
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley.<sup>39</sup>

<sup>39</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. July 8, 2021.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) 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.<sup>40</sup> These species include the Coastal California gnatcatcher; least Bell's vireo; willow flycatcher; western yellow-billed cuckoo; and California Orcutt grass.<sup>41</sup> The proposed project will 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.<sup>42</sup> The proposed improvements will be confined to the 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.<sup>43</sup> 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.<sup>44</sup> The project site is located in the midst of a commercial corridor that extends along Alondra Boulevard. As a result, the proposed project will not impact any protected wetland areas or designated blue-line stream. As a result, 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 urban development on all sides and lacks suitable wildlife habitat.<sup>45</sup> 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. Therefore, no impacts will result from the implementation of the proposed project.

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<sup>40</sup> California Department of Fish and Wildlife. *Bios Viewer*.

<sup>41</sup> Ibid.

<sup>42</sup> Audubon. *California Gnatcatcher*; US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*; AND, Center for Plant Conservation. *Orcuttia Californica*.

<sup>43</sup> United States Fish and Wildlife Service. *National Wetlands Inventory*.

<sup>44</sup> Ibid.

<sup>45</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 9, 2021.

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

There are no trees located on-site. 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 lower Los Angeles River is currently the focus of a revitalization effort. As the portion of the river that flows parallel to the western boundary of Paramount is 1.3 miles from the project site, it will not affect the river. 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.<sup>46</sup> 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.

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<sup>46</sup> Google Earth. Website accessed July 8, 2021.

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane.<sup>47</sup> Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local General Plan or historic preservation ordinance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. A search through the California Office of Historic Preservation, California Historical Resources database indicated that the existing buildings located on-site are not listed in the National or California Registrar.<sup>48</sup> 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. 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

<sup>47</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>48</sup> California Office of Historic Preservation. *California Historical Resources*.

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.<sup>49</sup> 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.

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<sup>49</sup> Google Earth. Website accessed July 8, 2021.

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley.<sup>50</sup> 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 103,295 kilowatt (kWh) per year (or 8,490 kWh per month) of electricity and 6,205 therms of natural gas. The consumption rates shown in Table 3-4 are based on typical consumption for a fast-food restaurant use.

**Table 3-3**  
**Estimated Annual Energy Consumption**

Project	Consumption Rate	Total Project Consumption
Electrical Consumption	283 kWh/sq. ft./year	130,295 kWh/year total
Natural Gas Consumption	17 therms/sq. ft./year	6,205 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 2020 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.

<sup>50</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.



**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, to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. 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
<b>A.</b> 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>B.</b> Would the project result in substantial soil erosion or the loss of topsoil?			✗	
<b>C.</b> 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?			✗	
<b>D.</b> 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?			✗	
<b>E.</b> 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?				✗
<b>F.</b> 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee

parking and short-term parking for dining, carry-out and pick up orders only. The City of Paramount is located in a seismically active region (refer to Exhibit 3-3). In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.<sup>51</sup> The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.<sup>52</sup> 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.<sup>53</sup> 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.<sup>54</sup>

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 3-3). 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 are less than significant.

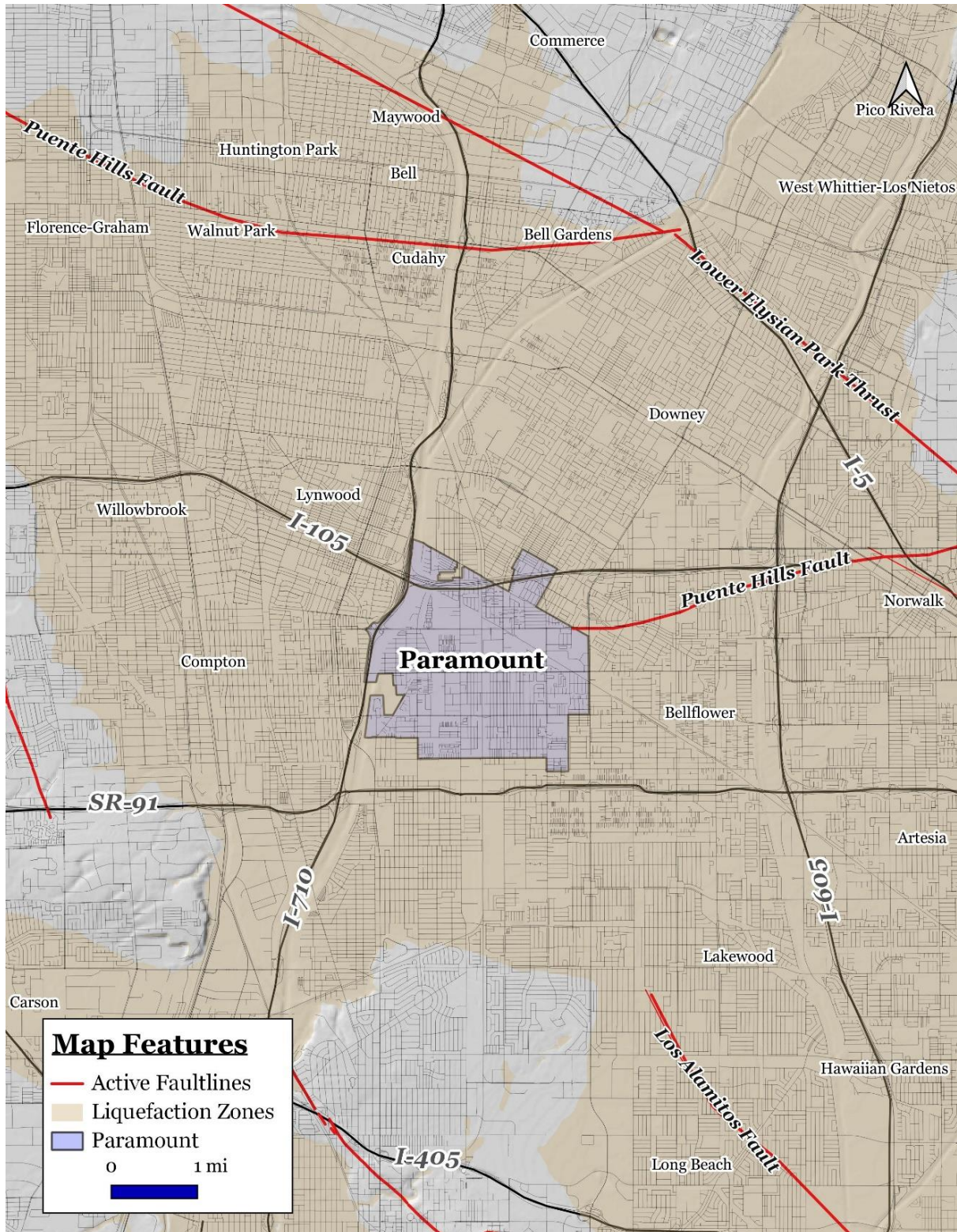
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<sup>51</sup> California Department of Conservation. *What is the Alquist-Priolo Act*

<sup>52</sup> Ibid.

<sup>53</sup> California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2021.

<sup>54</sup> California Department of Conservation. *Inglewood Quadrangle Topographic Map*. Additional source: *Google Earth*. Websites accessed July 6, 2021.



**EXHIBIT 3-3**  
**GEOLOGY MAP**  
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-Hueneme-San Emigdio-Pico complex soils.<sup>55</sup> According to the U.S. Department of Agriculture, both Hueneme and San Emigdio coarse loamy sand soils possess a low erosion hazard. 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 8.20 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 8.20 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 15.04 of 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 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-Hueneme-San Emigdio-Pico complex.<sup>56</sup> The Hueneme and San Emigdio soils have a low erosion hazard and a low shrink swell potential.<sup>57</sup> 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. 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 likelihood of lateral spreading will be further reduced since the project's implementation will not require significant grading and excavation that would extend to depths required to encounter groundwater.<sup>58</sup> 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. As a result, the potential impacts are considered to be less than significant.

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<sup>55</sup> UC Davis. *Soil Web*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

<sup>56</sup> UC Davis. *Soil Web*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

<sup>57</sup> 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*.

<sup>58</sup> Subsidence Support. *What Causes House Subsidence?*

- 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-Hueneme-San Emigdio-Pico complex.<sup>59</sup> These soils have a low erosion hazard and a low shrink swell potential.<sup>60</sup> 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. The proposed project will connect to the sanitary sewer system. 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 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.<sup>61</sup> 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.

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<sup>59</sup> UC Davis. *Soil Web*.

<sup>60</sup> 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*.

<sup>61</sup> United States Geological Survey. *What is the Quaternary?*



### 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders. Limited indoor dining (23 seats) would be provided.<sup>62</sup>

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<sub>2</sub> has established multiple draft thresholds of significance). These thresholds include 1,400 metric tons of, methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The SCAQMD CO<sub>2</sub>E (MTCO<sub>2</sub>E) per year for commercial projects.<sup>63</sup> As indicated in Table 3-4, the project's operational CO<sub>2</sub>E emissions are estimated to be 200.26 MTCO<sub>2</sub>E, which is below the aforementioned thresholds. The project's construction would result in a generation of 227.75 MTCO<sub>2</sub>E per year. When amortized over a 30-year period, these emissions decrease to 7.59 MTCO<sub>2</sub>E per year. As shown in the table, the project's total operational emissions would be 200.26 MTCO<sub>2</sub>E per year, which is still below the threshold of 3,000 MTCO<sub>2</sub>E per year. As a result, the impacts are considered to be less than significant.

<sup>62</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>63</sup> South Coast Air Quality Management District, *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14*. November 19, 2009.

**Table 3-4  
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (tons/year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
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	<b>185.33</b>	<b>0.27</b>	--	<b>192.67</b>
Total Construction Emissions	<b>226.78</b>	<b>0.03</b>	--	<b>227.75</b>
Construction Emissions Amortized Over 30 Years				<b>7.59 MTCO<sub>2</sub>E</b>
Total Operational and Amortized Construction Emissions				<b>200.26 MTCO<sub>2</sub>E</b>
<b>Significance Threshold</b>				<b>3,000 MTCO<sub>2</sub>E</b>

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.<sup>64</sup> 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 2020 California Building Code 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 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

<sup>64</sup> Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.*



identified in the State's Strategic Growth Council (SGC).<sup>65</sup> 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.

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<sup>65</sup> California Strategic Growth Council. 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane.<sup>66</sup> The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly

<sup>66</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

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).<sup>67</sup> In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).<sup>68</sup> 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.<sup>69</sup>

Due to the nature of the proposed project (a proposed fast-food restaurant), 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. 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.*

Due to the nature of the proposed project (a proposed fast-food restaurant), 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. 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.

**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.*

Lincoln Elementary School is located approximately 1,800 feet from the project site. Due to the nature of the proposed project (a proposed fast food restaurant), no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. As a result, the potential impacts are considered to be less than significant.

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<sup>67</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*.

<sup>68</sup> CalEPA. Envirostor. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=paramount>.

<sup>69</sup> Ibid.

- 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).<sup>70</sup> 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 4.7 miles to the west of the project site.<sup>71</sup> 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 Alondra Boulevard or Vermont 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 analysis determined that the impacts would be less than significant. As a result, no mitigation would be required.

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<sup>70</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*.

<sup>71</sup> Google Earth. Website accessed July 8, 2021.

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley.<sup>72</sup> According to Chapter 8.20 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 8.20 of the City's

<sup>72</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

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 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 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 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. 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 and there is a presence of few trees and ruderal vegetation. 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 approximately 1.39 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.

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 8.80 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.<sup>73</sup> 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.<sup>74</sup> However, the City's Hazard 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."<sup>75</sup> 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 1.39 miles to the west of the project site. Furthermore, the project site is located inland approximately 8.80 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 a new fast food restaurant 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.

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<sup>73</sup> FEMA. *Flood Zones, Definition/Description*.

<sup>74</sup> City of Paramount, All-Hazard Mitigation Plan. Section 4, Hazard Vulnerability Analysis, Dam Failure. Page 4-74.

<sup>75</sup> Ibid.

- 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.



### 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only.<sup>76</sup> The 0.34 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:<sup>77</sup>

- *North of the Project Site.* An industrial use (Jim Jean Che Company) abuts the project site along the north side. This business is located at 15746 Vermont Avenue.
- *South of the Project Site.* Alondra Boulevard extends along the project site's southerly side. On the opposite (south) side of Alondra Boulevard is a banquet hall (Hynes Des, Inc, 7812 Alondra Boulevard).
- *East of the Project Site.* An alleyway extends along the site's east's east side. Further east, on the east side of alley is a commercial business, Advance Industrial Services, Inc. (7831 Alondra Boulevard). of Paramount Boulevard.

<sup>76</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>77</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 9, 2021.

- *West of the Project Site.* Vermont Avenue extends along the project site's west side. On the opposite (west) side of Vermont Avenue is Fix Auto Paramount (7771 Alondra Boulevard).

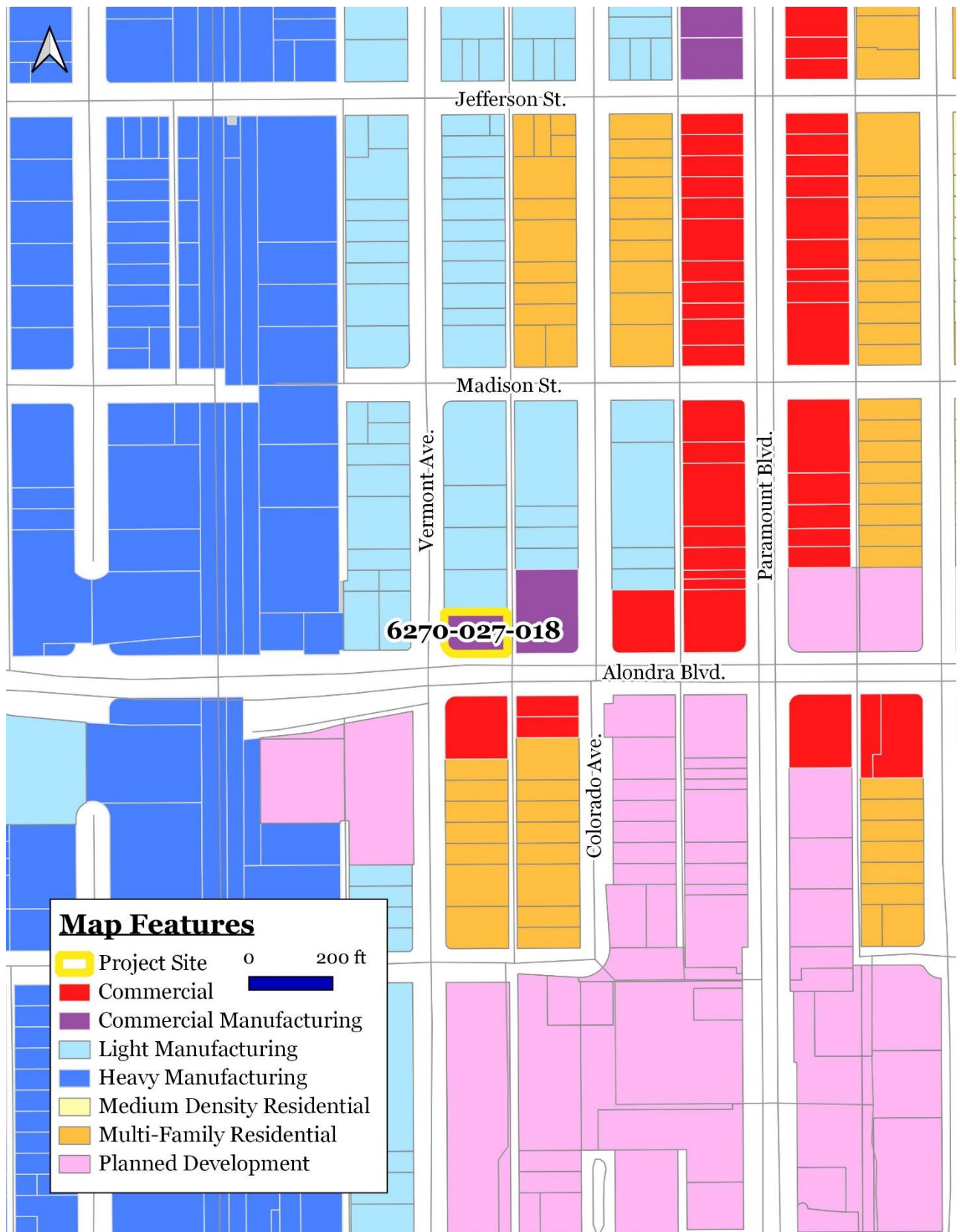
The issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood assuming that an "established community" refers to a residential neighborhood. The proposed project will be confined within the project site's boundaries. The granting of the requested 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.

- 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 *Commercial Manufacturing* (CM) (refer to Exhibit 3-4 for the project site's zoning designation). The proposed project will not require either a zone change or a general plan amendment. Because the project will require the use of a drive through lane, a Conditional Use Permit will be required. As a result, the impacts will 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.



**EXHIBIT 3-4**  
**ZONING MAP**  
 SOURCE: CITY OF PARAMOUNT

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. 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.<sup>78</sup> 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).<sup>79</sup> 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.<sup>80</sup> 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.<sup>81</sup> 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.

<sup>78</sup> California Department of Conservation. *Division of Oil, Gas & Geothermal Resources Well Finder*. Website accessed July 9, 2021.

<sup>79</sup> California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*.

<sup>80</sup> Ibid.

<sup>81</sup> 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>82</sup>

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.<sup>83</sup> Noise

<sup>82</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>83</sup> Bugliarello, et. al. *The Impact of Noise Pollution*, Chapter 127, 1975.

levels that are associated with common, everyday activities are illustrated in Exhibit 3-5. There are no noise sensitive receptors located in the vicinity of the proposed project as shown in Exhibit 3-6. The site is surrounded by commercial and industrial uses. The nearest sensitive receptors are the apartments located on the opposite side (south side) of Alondra Boulevard). This apartment is separated from the site by the four through travel lanes of Alondra Boulevard and more than 200 feet.

The project's noisiest construction phase will average 89 dBA at 50 feet from the construction activity. 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.<sup>84</sup> Given the site's small size, the relatively short duration of the construction period, and the orientation of the drive-through speaker and the noise attenuation afforded by the existing building, the impacts will be less than significant.

**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 a modest increase in the ambient traffic noise levels along the adjacent Alondra Boulevard. 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 a net increase of approximately 500 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.<sup>85</sup> 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 proposed project would not result in any significant unmitigable noise impacts. As a result, no mitigation is required.

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<sup>84</sup> United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

<sup>85</sup> Google Earth. Website accessed July 9, 2021.

Noise Levels – in dBA		
 <b>Serious Injury</b>	165	
	160	
	155	
	150	
 <b>Pain</b>	145	
	140	sonic boom
	135	
	130	
	125	jet take off at 200 feet
	120	
 <b>Discomfort</b>	115	music in night club interior
	110	motorcycle at 20 feet
	105	power mower
	100	
	95	freight train at 50 feet
	90	food blender
 <b>Range of Typical Noise Levels</b>	85	typical construction noise/electric mixer
	80	
	75	
	70	portable fan/roadway traffic at 50 feet
	65	
	60	dishwasher/air conditioner
	55	
	50	normal conversation
	45	refrigerator/light traffic at 100 feet
	40	
	35	library interior (quiet study area)
	30	
 <b>Threshold of Hearing</b>	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

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





**EXHIBIT 3-6**  
**NOISE SENSITIVE LAND USES**  
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>86</sup>

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

<sup>86</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines into the site will be installed. The installation of these new utility lines will not lead to subsequent development since these utility lines will serve the new business only.
- *Major off-site public projects (treatment plants, etc.).* The project is a proposal to construct a new 2,100 square foot fast food restaurant. 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 undeveloped and there are no housing units located on-site.
- *Additional population growth leading to increased demand for goods and services.* The project will not result in any addition housing units.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase and the future employment will range between 12 to 15 employees.

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.<sup>87</sup> The project's overall employment generation is anticipated to be between 12 and 15 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 construction of replacement housing elsewhere?* • *No Impact.*

The project site is presently undeveloped and vacant. 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.

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<sup>87</sup> Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

### 3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>A.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>88</sup>

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.<sup>89</sup> LACFD Station 31 is the nearest first response station to the project site. The future fast-food restaurant development will be required to conform to all

<sup>88</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

<sup>89</sup> United States Geological Survey. Paramount, California (The National Map) July 1, 1998.

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 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. 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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley. A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>90</sup>

The City of Paramount Community Services Department operate ten parks, one swimming pool, a splash zone, and other various recreational facilities. 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.

<sup>90</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

- 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 involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane. The building would consist of a single level and would have a maximum height of 19-feet, 8-inches. A total of 1,783 square feet of landscaping would be provided along the site's frontages along Alondra Boulevard, Vermont Avenue, and the adjacent alley.

A total of eight parking spaces would be provided including seven standard spaces and one ADA space. The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. The drive-through lane would have a stacking capacity of between eleven to twelve vehicles. Access to the site would be provided by two driveways including one existing 21-foot-wide driveway connection with Vermont Avenue and a new, 26-foot wide driveway connection with Alondra Boulevard.<sup>91</sup> The project's trip generation is outlined in Table 3-5.

<sup>91</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.



**Table 3-5  
Project Trip Generation**

Land Use	Units	AM Peak Hour	PM Peak Hour	Daily
Fast Food w/ Drive Through	ITE 934	--	32.67	470.95 trips/1,000 sq. ft.
Traffic Generation	--	---	326 trips	999 trips
Pass-by Adjustment	50%	--	-163 trips	-499 trips
Adjusted Trip Generation	--	--	163 trips	500 trips

As shown in Table 3-5, the project will result in 999 trips per day, with 326 trips occurring during the evening peak hours (between 4:00 PM and 6:00 PM). No morning peak hour traffic will be generated since the restaurant will not be open until past 10:00 AM. When discounting the pass-by trips which are assumed to be 50%, the next increase in traffic will be 163 evening peak hour trips and 500 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 with Mitigation..*

The operations at this KFC store will emphasize drive through, carry-out, and to-go orders only. Limited indoor dining (23 seats) would be provided. The parking would be limited to employee parking and short-term parking for dining, carry-out and pick up orders only. Drive thru sales represent 70% of fast food sales with fast food chain sales breaking down with 25% inside dining in while the remainder are drive through and to-go orders. Last year, customers waited an average of 255 seconds in a drive-thru lane, 20 seconds more compared to 2018 according to Forbes Magazine.

According to the NPD Group, a leading market research company, 38% of chicken fast food customers went straight to drive through lanes. Last year, customers waited an average of 255 seconds in a drive-thru lane, 20 seconds more compared to 2018 according to Forbes Magazine. In 2018, the average serving time for the top 10 fast food chains was 234 (3.9 minutes). The acceptable time limit with customers is between 3 to 4 minutes. Anything beyond that is unsatisfactory according to experts.

The drive-through lane at the proposed KFC would have a stacking capacity of between eleven to twelve vehicles. The queuing distance and capacity is more than adequate to accommodate the anticipated

demand. The drive-thru window will be located on the north-facing elevation. The drive-thru lane will have a stacking capacity of 5 vehicles in the lane behind the order board (approximately 90 feet). The distance between the order board and the pick-up window is approximately 108 feet or room for 6 cars or 195 feet of queuing space for cars entering the drive-through lane and 80 feet of queuing distance from the menu board. This drive-through lane queuing distance should be sufficient to accommodate demand. To ensure the drive through lane traffic does not disrupt ingress at the Alondra Boulevard driveway, the following mitigation will be required:

- The drive through lane traffic must not interfere with vehicles moving on to the property from the west bound lanes of Alondra Boulevard. Painted lettering and/or other signage must be provided near the drive through lane approach stating, “Do Not Block Traffic.” In the event the slowing of the drive through lane ordering leads to congestion that could affect the Alondra Boulevard driveway, the drive through lane must be closed until such time traffic can freely move onto the site from Alondra. The management must make provisions so that delayed orders at the pick-up window be moved elsewhere onsite so other window pickups can proceed in a timely fashion.

**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 drive-through land queuing distance should be sufficient to accommodate demand. To ensure the drive through lane traffic does not disrupt ingress at the Alondra Boulevard driveway, the following mitigation will be required:

*Mitigation Measure No. 2 (Transportation Impacts).* The drive through lane traffic must not interfere with vehicles moving on to the property from the west bound lanes of Alondra Boulevard. Painted lettering and/or other signage must be provided near the drive through lane approach stating, “Do Not Block Traffic.” In the event the slowing of the drive through lane ordering leads to congestion that could affect the Alondra Boulevard driveway, the drive through lane must be closed until such time traffic can freely move onto the site from Alondra. The management must make provisions so that delayed orders at the pick-up window be mover elsewhere onsite so other window pickups can proceed in a timely fashion.

### 3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<p><b>A.</b> 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)?</p>			✕	

#### 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.*

The proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The site's address is 7803 Alondra Boulevard. The site is currently vacant and is surrounded by a block wall. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane.<sup>92</sup> 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

<sup>92</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

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 proposed project involves the construction and operation of a new Kentucky Fried Chicken® (KFC) fast-food restaurant within a 14,855 square foot (0.34-acre) lot located on the northeast corner of Alondra Boulevard and Vermont Avenue. The proposed project would involve the construction of a 2,100 square foot fast food restaurant building with a drive-through lane.<sup>93</sup> 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

<sup>93</sup> Ambiente Construction & Design Corporation. *Site Plan 7803 Alondra Boulevard, Drawing A-1*. Plans emailed on July 8, 2021.

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).<sup>94</sup> 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 3-6. As shown in the table, the project is projected to consume 2,100 gallons of water on a daily basis.

**Table 3-6**  
**Water Consumption (gals/day)**

Use	Unit	Factor	Generation
<b>Proposed Project (2,100 sq. ft. fast food restaurant with drive through lane.)</b>			
Proposed Project	2,100 sq. ft.	15 gal./15 sq. ft.	31,500 gals/day

\*Source: Baseline Water Consumption Worksheet. [nc.gov/ncdeq/Environmental](http://nc.gov/ncdeq/Environmental)

The project will provide new water lines below the proposed building. These water lines will connect to existing water mains located in either Vermont Avenue or Alondra 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.

<sup>94</sup> Los Angeles County Metropolitan Transportation Authority. *2010 Congestion Management Program, Appendix A, Guidelines for Biennial Highway Monitoring*. Page accessed July 8, 2021.

- 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.<sup>95</sup> 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 3-7, the project is projected to produce 3,150 gallons of effluent on a daily basis.

**Table 3-7  
 Wastewater Generation (gals/day)**

Use	Unit	Factor	Generation
<b>Proposed Project (2,100 sq. ft. fast food restaurant with drive through lane.)</b>			
Proposed Project	2,100 sq. ft.	1.5 gal./15 sq. ft.	3,150 gals/day

Note: Sewage generation is estimated to be 10% of water consumption.

The project will connect to existing sewer lines located in Alondra 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 3-8, the project is projected to produce 88.2 pounds of solid waste on a daily basis. 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.

<sup>95</sup> Los Angeles County Sanitation Districts.

**Table 3-8  
 Solid Waste Generation (lbs/day)**

Use	Unit	Factor	Generation
<b>Proposed Project (2,100 sq. ft. fast food restaurant with drive through lane.)</b>			
Proposed Project	2,100 sq. ft.	42 pounds/1,000 sq. ft.	88.2 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
<b>A.</b> 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>B.</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?				✗
<b>C.</b> 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?				✗
<b>D.</b> 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.

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## 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 recommended to ensure that potential conflicts related to the drive through lane are eliminated.

*Mitigation Measure No. 2 (Transportation Impacts).* The drive through lane traffic must not interfere with vehicles moving on to the property from the west bound lanes of Alondra Boulevard. Painted lettering and/or other signage must be provided near the drive through lane approach stating, “Do Not Block Traffic.” In the event the slowing of the drive through lane ordering leads to congestion that could affect the Alondra Boulevard driveway, the drive through lane must be closed until such time traffic can freely move onto the site from Alondra. The management must make provisions so that delayed orders at the pick-up window be mover elsewhere onsite so other window pickups can proceed in a timely fashion.

### 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 below in Table 4-1.

**TABLE 4-1  
MITIGATION MONITORING PROGRAM**

Measure	Enforcement Agency	Monitoring Phase	Verification
<b>Mitigation Measure No. 1 (Cultural Resources Impacts).</b> 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 • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the commencement of construction.</i> • 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:
<b>Mitigation Measure No. 2 (Transportation Impacts).</b> The drive through lane traffic must not interfere with vehicles moving on to the property from the west bound lanes of Alondra Boulevard. Painted lettering and/or other signage must be provided near the drive through lane approach stating, “Do Not Block Traffic.” In the event the slowing of the drive through lane ordering leads to congestion that could affect the Alondra Boulevard driveway, the drive through lane must be closed until such time traffic can freely move onto the site from Alondra. The management must make provisions so that delayed orders at the pick-up window be mover elsewhere onsite so other window pickups can proceed in a timely fashion.	Planning Department • <i>(Applicant is responsible for implementation)</i>	<i>Prior to the issuance of occupancy permit.</i> • Mitigation to continue throughout the project's operational lifetime.	Date:  Name & Title:

## **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**

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KFC Paramount - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****KFC Paramount**

South Coast Air Basin, Annual

**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.10	1000sqft	0.05	2,100.00	0

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004
-------------------------	--------	-------------------------	-------	-------------------------	-------

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -  
Land Use -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

**2.0 Emissions Summary**

KFC Paramount - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.1 Overall Construction****Unmitigated Construction**

Year	tons/yr										MT/yr				
	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
2022	0.0516	0.4176	0.4305	7.0000e-004	7.2800e-003	0.0219	0.0292	3.0500e-003	0.0202	0.0233	0.0000	61.3132	61.3132	0.0185	4.0000e-005
Maximum	0.0516	0.4176	0.4305	7.0000e-004	7.2800e-003	0.0219	0.0292	3.0500e-003	0.0202	0.0233	0.0000	61.3132	61.3132	0.0185	4.0000e-005

**Mitigated Construction**

Year	tons/yr										MT/yr				
	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
2022	0.0516	0.4176	0.4305	7.0000e-004	7.2800e-003	0.0219	0.0292	3.0500e-003	0.0202	0.0233	0.0000	61.3131	61.3131	0.0185	4.0000e-005
Maximum	0.0516	0.4176	0.4305	7.0000e-004	7.2800e-003	0.0219	0.0292	3.0500e-003	0.0202	0.0233	0.0000	61.3131	61.3131	0.0185	4.0000e-005

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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

KFC Paramount - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	0.2491	0.2491
2	4-1-2022	6-30-2022	0.2206	0.2206
		Highest	0.2491	0.2491

**2.2 Overall Operational**  
**Unmitigated Operational**

Category	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area	8.5600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	41.9266	41.9266	1.8500e-003	6.4000e-004	42.1631
Mobile	0.3447	0.2964	2.4631	4.1200e-003	0.4092	3.3900e-003	0.4126	0.1092	3.1400e-003	0.1123	0.0000	380.7931	380.7931	0.0383	0.0232	388.6700
Waste						0.0000	0.0000		0.0000	0.0000	4.9104	0.0000	4.9104	0.2902	0.0000	12.1652
Water						0.0000	0.0000		0.0000	0.0000	0.2022	1.5521	1.7543	0.0209	5.1000e-004	2.4278
<b>Total</b>	<b>0.3558</b>	<b>0.3201</b>	<b>2.4831</b>	<b>4.2600e-003</b>	<b>0.4092</b>	<b>5.1900e-003</b>	<b>0.4144</b>	<b>0.1092</b>	<b>4.9400e-003</b>	<b>0.1141</b>	<b>5.1126</b>	<b>424.2719</b>	<b>429.3844</b>	<b>0.3513</b>	<b>0.0244</b>	<b>445.4261</b>

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KFC Paramount - South Coast Air Basin, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.2 Overall Operational****Mitigated Operational**

Category	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
	tons/yr										MT/yr					
Area	8.5600e-003	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.6100e-003	0.0237	0.0199	1.4000e-004	1.8000e-003	1.8000e-003	1.8000e-003	1.8000e-003	1.8000e-003	1.8000e-003	0.0000	41.9266	41.9266	1.8500e-003	6.4000e-004	42.1631
Mobile	0.3447	0.2964	2.4631	4.1200e-003	0.4092	3.3900e-003	0.4126	0.1092	3.1400e-003	0.1123	0.0000	380.7931	380.7931	0.0383	0.0232	388.6700
Waste						0.0000	0.0000		0.0000	0.0000	4.9104	0.0000	4.9104	0.2902	0.0000	12.1652
Water						0.0000	0.0000		0.0000	0.0000	0.2022	1.5521	1.7543	0.0209	5.1000e-004	2.4278
<b>Total</b>	<b>0.3558</b>	<b>0.3201</b>	<b>2.4831</b>	<b>4.2600e-003</b>	<b>0.4092</b>	<b>5.1900e-003</b>	<b>0.4144</b>	<b>0.1092</b>	<b>4.9400e-003</b>	<b>0.1141</b>	<b>5.1126</b>	<b>424.2719</b>	<b>429.3844</b>	<b>0.3513</b>	<b>0.0244</b>	<b>445.4261</b>

	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
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**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	1/1/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	6/16/2022	6/22/2022	5	5	

**Acres of Grading (Site Preparation Phase): 0.5****Acres of Grading (Grading Phase): 1.5****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,150; Non-Residential Outdoor: 1,050; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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	5	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction****3.2 Demolition - 2022****Unmitigated Construction On-Site**

Category	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
tons/yr																
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
<b>Total</b>	<b>3.5500e-003</b>	<b>0.0321</b>	<b>0.0374</b>	<b>6.0000e-005</b>		<b>1.6900e-003</b>	<b>1.6900e-003</b>		<b>1.6100e-003</b>	<b>1.6100e-003</b>	<b>0.0000</b>	<b>5.2068</b>	<b>5.2068</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>5.2308</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****Unmitigated Construction Off-Site**

Category	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
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	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	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.7700e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4435	0.4435	1.0000e-005	1.0000e-005	0.4474
<b>Total</b>	<b>1.7000e-004</b>	<b>1.4000e-004</b>	<b>1.7700e-003</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4435</b>	<b>0.4435</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4474</b>

**Mitigated Construction On-Site**

Category	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
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005	1.6900e-003	1.6900e-003	1.6900e-003	1.6100e-003	1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
<b>Total</b>	<b>3.5500e-003</b>	<b>0.0321</b>	<b>0.0374</b>	<b>6.0000e-005</b>	<b>1.6900e-003</b>	<b>1.6900e-003</b>	<b>1.6900e-003</b>	<b>1.6100e-003</b>	<b>1.6100e-003</b>	<b>1.6100e-003</b>	<b>0.0000</b>	<b>5.2068</b>	<b>5.2068</b>	<b>9.6000e-004</b>	<b>0.0000</b>	<b>5.2308</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2022****Mitigated Construction Off-Site**

Category	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
tons/yr																
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	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	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.7700e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4435	0.4435	1.0000e-005	1.0000e-005	0.4474
<b>Total</b>	<b>1.7000e-004</b>	<b>1.4000e-004</b>	<b>1.7700e-003</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4435</b>	<b>0.4435</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4474</b>

**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

Category	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
tons/yr																
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	1.3000e-004	1.3000e-004	1.3000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
<b>Total</b>	<b>2.9000e-004</b>	<b>3.4700e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>1.3000e-004</b>	<b>4.0000e-004</b>	<b>3.0000e-005</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4275</b>	<b>0.4275</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4310</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

Category	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
tons/yr																
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	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	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0222	0.0222	0.0000	0.0000	0.0224
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0222</b>	<b>0.0222</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0224</b>

**Mitigated Construction On-Site**

Category	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
tons/yr																
Fugitive Dust	2.7000e-004	3.4700e-003	1.9800e-003	0.0000	2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000	1.3000e-004	1.3000e-004	1.3000e-004	1.2000e-004	1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
<b>Total</b>	<b>2.9000e-004</b>	<b>3.4700e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>1.3000e-004</b>	<b>4.0000e-004</b>	<b>3.0000e-005</b>	<b>1.2000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4275</b>	<b>0.4275</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4310</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

Category	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
tons/yr																
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	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	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0222	0.0222	0.0000	0.0000	0.0224
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0222</b>	<b>0.0222</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0224</b>

**3.4 Grading - 2022****Unmitigated Construction On-Site**

Category	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
tons/yr																
Fugitive Dust	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.0800e-003</b>	<b>0.0120</b>	<b>5.9400e-003</b>	<b>1.0000e-005</b>	<b>5.3100e-003</b>	<b>0.0000</b>	<b>5.3100e-003</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Grading - 2022****Unmitigated Construction Off-Site**

Category	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
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	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	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.8000e-005	0.0000	0.0710	0.0710	0.0000	0.0000	0.0716
<b>Total</b>	<b>3.0000e-005</b>	<b>2.0000e-005</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.8000e-005</b>	<b>0.0000</b>	<b>0.0710</b>	<b>0.0710</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0716</b>

**Mitigated Construction On-Site**

Category	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
Fugitive Dust	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0800e-003	0.0120	5.9400e-003	1.0000e-005	5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.0800e-003</b>	<b>0.0120</b>	<b>5.9400e-003</b>	<b>1.0000e-005</b>	<b>5.3100e-003</b>	<b>0.0000</b>	<b>5.3100e-003</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Grading - 2022****Mitigated Construction Off-Site**

Category	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
	tons/yr										MT/yr					
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	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	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0710	0.0710	0.0000	0.0000	0.0716
Total	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0710	0.0710	0.0000	0.0000	0.0716

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

Category	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
	tons/yr										MT/yr					
Off-Road	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787
Total	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0739	50.0739	0.0162	0.0000	50.4787

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

Category	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
	tons/yr										MT/yr					
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	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	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.7700e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4435	0.4435	1.0000e-005	1.0000e-005	0.4474
<b>Total</b>	<b>1.7000e-004</b>	<b>1.4000e-004</b>	<b>1.7700e-003</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4435</b>	<b>0.4435</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4474</b>

**Mitigated Construction On-Site**

Category	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
	tons/yr										MT/yr					
Off-Road	0.0343	0.3513	0.3576	5.7000e-004		0.0186	0.0186		0.0171	0.0171	0.0000	50.0738	50.0738	0.0162	0.0000	50.4787
<b>Total</b>	<b>0.0343</b>	<b>0.3513</b>	<b>0.3576</b>	<b>5.7000e-004</b>		<b>0.0186</b>	<b>0.0186</b>		<b>0.0171</b>	<b>0.0171</b>	<b>0.0000</b>	<b>50.0738</b>	<b>50.0738</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.4787</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Building Construction - 2022****Mitigated Construction Off-Site**

Category	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
	tons/yr										MT/yr					
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	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	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.7700e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4435	0.4435	1.0000e-005	1.0000e-005	0.4474
<b>Total</b>	<b>1.7000e-004</b>	<b>1.4000e-004</b>	<b>1.7700e-003</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4435</b>	<b>0.4435</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4474</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

Category	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
	tons/yr										MT/yr					
Off-Road	1.6200e-003	0.0148	0.0176	3.0000e-005	7.4000e-004	7.4000e-004	7.4000e-004	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	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
<b>Total</b>	<b>1.6200e-003</b>	<b>0.0148</b>	<b>0.0176</b>	<b>3.0000e-005</b>	<b>7.4000e-004</b>	<b>7.4000e-004</b>	<b>7.4000e-004</b>	<b>6.9000e-004</b>	<b>6.9000e-004</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>2.3492</b>	<b>2.3492</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.3663</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.6 Paving - 2022****Unmitigated Construction Off-Site**

Category	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
tons/yr																
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	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	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.5900e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	1.0000e-005	0.4027
<b>Total</b>	<b>1.5000e-004</b>	<b>1.2000e-004</b>	<b>1.5900e-003</b>	<b>0.0000</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3992</b>	<b>0.3992</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4027</b>

**Mitigated Construction On-Site**

Category	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
tons/yr																
Off-Road	1.6200e-003	0.0148	0.0176	3.0000e-005		7.4000e-004	7.4000e-004	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	2.3492	2.3492	6.8000e-004	0.0000	2.3663
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.6200e-003</b>	<b>0.0148</b>	<b>0.0176</b>	<b>3.0000e-005</b>		<b>7.4000e-004</b>	<b>7.4000e-004</b>	<b>6.9000e-004</b>	<b>6.9000e-004</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>2.3492</b>	<b>2.3492</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.3663</b>



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Category	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
tons/yr																
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	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	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.5900e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	1.0000e-005	0.4027
<b>Total</b>	<b>1.5000e-004</b>	<b>1.2000e-004</b>	<b>1.5900e-003</b>	<b>0.0000</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3992</b>	<b>0.3992</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.4027</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

Category	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
tons/yr																
Archit. Coating	9.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>0.0102</b>	<b>3.5200e-003</b>	<b>4.5300e-003</b>	<b>1.0000e-005</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

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Category	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
	tons/yr										MT/yr					
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	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	0.0000	0.0000
Worker	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	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated Construction On-Site**

Category	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
	tons/yr										MT/yr					
Archit. Coating	9.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>0.0102</b>	<b>3.5200e-003</b>	<b>4.5300e-003</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	MT/yr					CO2e
											Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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	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	0.0000	0.0000
Worker	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	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Category	tons/yr										MT/yr						
	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	
Mitigated	0.3447	0.2964	2.4631	4.1200e-003	0.4092	3.3900e-003	0.4126	0.1092	3.1400e-003	0.1123	0.0000	380.7931	380.7931	0.0383	0.0232	388.6700	
Unmitigated	0.3447	0.2964	2.4631	4.1200e-003	0.4092	3.3900e-003	0.4126	0.1092	3.1400e-003	0.1123	0.0000	380.7931	380.7931	0.0383	0.0232	388.6700	

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
Fast Food Restaurant with Drive Thru	989.00	1,293.85	992.42	1,087,153		1,087,153	
Total	989.00	1,293.85	992.42	1,087,153		1,087,153	

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	Fast Food Restaurant with Drive Thru	0.544109	0.060768	0.184625	0.129879	0.023845	0.006339	0.011719	0.008584	0.000815	0.000515	0.024285	0.000743
													0.003774

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.1149	16.1149	1.3600e-003	1.6000e-004	16.1980
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.1149	16.1149	1.3600e-003	1.6000e-004	16.1980
NaturalGas Mitigated	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8117	25.8117	4.9000e-004	4.7000e-004	25.9651
NaturalGas Unmitigated	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8117	25.8117	4.9000e-004	4.7000e-004	25.9651

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

Land Use	NaturalGas Use kBTU/yr	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
Fast Food Restaurant with Drive Thru	483693	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8117	25.8117	4.9000e-004	4.7000e-004	25.9651
<b>Total</b>		<b>2.6100e-003</b>	<b>0.0237</b>	<b>0.0199</b>	<b>1.4000e-004</b>		<b>1.8000e-003</b>	<b>1.8000e-003</b>		<b>1.8000e-003</b>	<b>1.8000e-003</b>	<b>0.0000</b>	<b>25.8117</b>	<b>25.8117</b>	<b>4.9000e-004</b>	<b>4.7000e-004</b>	<b>25.9651</b>

**Mitigated**

Land Use	NaturalGas Use kBTU/yr	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
Fast Food Restaurant with Drive Thru	483693	2.6100e-003	0.0237	0.0199	1.4000e-004		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	25.8117	25.8117	4.9000e-004	4.7000e-004	25.9651
<b>Total</b>		<b>2.6100e-003</b>	<b>0.0237</b>	<b>0.0199</b>	<b>1.4000e-004</b>		<b>1.8000e-003</b>	<b>1.8000e-003</b>		<b>1.8000e-003</b>	<b>1.8000e-003</b>	<b>0.0000</b>	<b>25.8117</b>	<b>25.8117</b>	<b>4.9000e-004</b>	<b>4.7000e-004</b>	<b>25.9651</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Fast Food Restaurant with Drive Thru	90867	16.1149	1.3600e-003	1.6000e-004	16.1980
<b>Total</b>		<b>16.1149</b>	<b>1.3600e-003</b>	<b>1.6000e-004</b>	<b>16.1980</b>

**Mitigated**

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Fast Food Restaurant with Drive Thru	90867	16.1149	1.3600e-003	1.6000e-004	16.1980
<b>Total</b>		<b>16.1149</b>	<b>1.3600e-003</b>	<b>1.6000e-004</b>	<b>16.1980</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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## EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	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
Mitigated	8.5600e-003	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	8.5600e-003	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

## 6.2 Area by SubCategory

## Unmitigated

SubCategory	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
Architectural Coating	9.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Total	8.5600e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****6.2 Area by SubCategory****Mitigated**

SubCategory	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
Architectural Coating	9.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
<b>Total</b>	<b>8.5600e-003</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.7543	0.0209	5.1000e-004	2.4278
Unmitigated	1.7543	0.0209	5.1000e-004	2.4278

**7.2 Water by Land Use**  
Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.637421 / 0.0406864	1.7543	0.0209	5.1000e-004	2.4278
Total		1.7543	0.0209	5.1000e-004	2.4278

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**7.2 Water by Land Use**

**Mitigated**

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.637421	1.7543	0.0209	5.1000e-004	2.4278
<b>Total</b>		<b>1.7543</b>	<b>0.0209</b>	<b>5.1000e-004</b>	<b>2.4278</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.9104	0.2902	0.0000	12.1652
Unmitigated	4.9104	0.2902	0.0000	12.1652

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**8.2 Waste by Land Use**

**Unmitigated**

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Fast Food Restaurant with Drive Thru	24.19	4.9104	0.2902	0.0000	12.1652
<b>Total</b>		<b>4.9104</b>	<b>0.2902</b>	<b>0.0000</b>	<b>12.1652</b>

**Mitigated**

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Fast Food Restaurant with Drive Thru	24.19	4.9104	0.2902	0.0000	12.1652
<b>Total</b>		<b>4.9104</b>	<b>0.2902</b>	<b>0.0000</b>	<b>12.1652</b>

**9.0 Operational Offroad**

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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