



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Call to Order



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Roll Call of Councilmembers



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

City Council Public Comment Updates



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Public Comment



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Consent Calendar



POB Issuance Update October 19, 2021



HARRELL & COMPANY
ADVISORS, LLC

ITEM NO.2



CITY OF PARAMOUNT

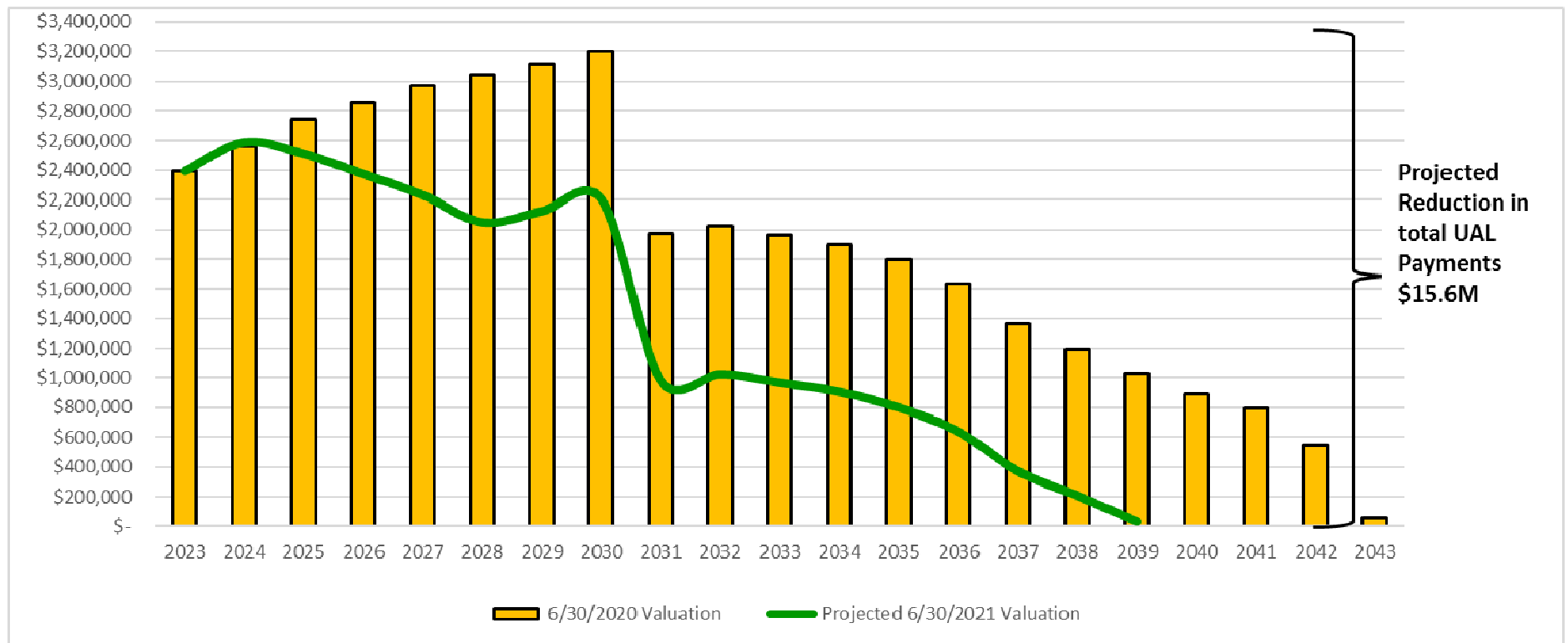


Issuance Process

May 2021	Authorized Staff to Provide POB Options for Funding UAL
June 2021	Authorized Issuance of Not-to-Exceed \$26 Million POB and Filing Judicial Validation
September 2021	Judicial Validation Signed by Court
October 2021	Approve Offering Documents
November 2021	Sale of Bonds and Prepayment of UAL



Changes to UAL in FY 2020-21



ITEM NO. 2

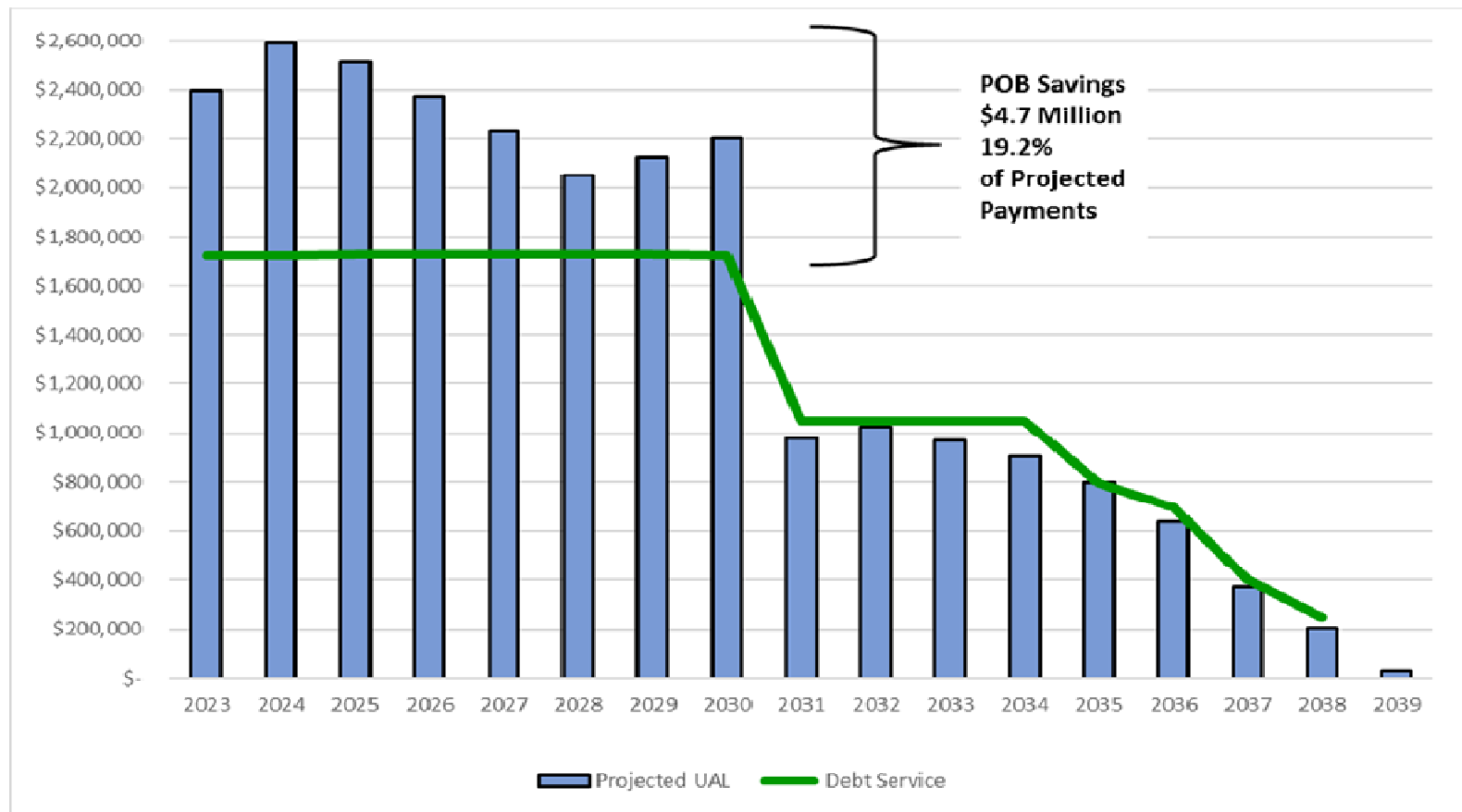
Changes to UAL in FY 2020-21

	UAL Balance	Total Payments	Debt Service	Reduction	Savings
June 30, 2020 UAL	\$26,043,194				
Payments Applied in FY 20-21	<u>(765,295)</u>				
Expected June 30, 2021 UAL	\$25,277,899	\$40,042,000	\$31,881,000	\$9,173,000	22.5%
<u>UAL Changes in FY 20-21:</u>					
Projected Investment Credit	(10,216,000)				
Projected Discount Reduction	<u>2,726,000</u>				
Projected June 30, 2021 UAL	\$17,787,899	\$24,408,000	\$19,723,000	\$4,685,000	19.2%
Projected Reduction	\$7,490,000	\$15,633,639	\$12,158,000		

ITEM NO.2



UAL Payments Compared to Debt Service



ITEM NO.2

POB Issuance

Based on June 30, 2020 Valuation Rolled Forward to Issue Date

	100% UAL Amount As of June 30, 2021	Prepaid Amount	UAL Remaining to Be Offset on June 30, 2021 Report
Miscellaneous Plan	\$25,278,000	\$17,788,000	\$7,490,000
UAL Prepayment Rolled Forward*		\$ 16,770,000	
Capitalized Interest (June 2022)		183,000	
Costs of Issuance		317,000	
Total Bonds Issued		\$17,270,000	

*Rolled forward to November 2021 Including FY 20-21 and FY 21-22 Payments Made to Date

ITEM NO.2



CITY OF PARAMOUNT



Recommendation

- It is recommended that the City Council read by title only and adopt Resolution No. 21:032.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity and guidelines; and provide the framework for policy decision making. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision. This item aligns with Strategic Outcome No. 6: Efficient, Effective, and Fiscally Responsible.

ITEM NO.2



CITY OF PARAMOUNT



POB Issuance Update October 19, 2021



HARRELL & COMPANY
ADVISORS, LLC

ITEM NO.2



CITY OF PARAMOUNT



Authorization to Purchase a Street Sweeper

ITEM NO.3

Street Sweeper



ITEM NO.3

Bid Process

- Bid Opening – September 30, 2021
- 2 bids received
- Apparent low bid
 - Municipal Maintenance Equipment, Inc. - \$352,938.
 - Staff identified errors, determined bid to be nonresponsive
- Lowest responsible and responsive bidder
 - Haaker Equipment Company - \$403,515
- FY 22 Budget - \$380,000 – Measure W funds

ITEM NO.3

Recommendation

It is recommended that the City Council authorize the purchase of a street sweeper to Haaker Equipment Company, La Verne, California, in the amount of \$403,515 and direct staff to make the necessary adjustments to the Midyear budget.

*This item aligns with Strategic Outcome
No. 4: Environmental Health and
No. 5: Attractive and Well Maintained Infrastructure*

ITEM NO.3



CITY OF PARAMOUNT



Authorization to Purchase a Street Sweeper

ITEM NO.3



CITY OF PARAMOUNT

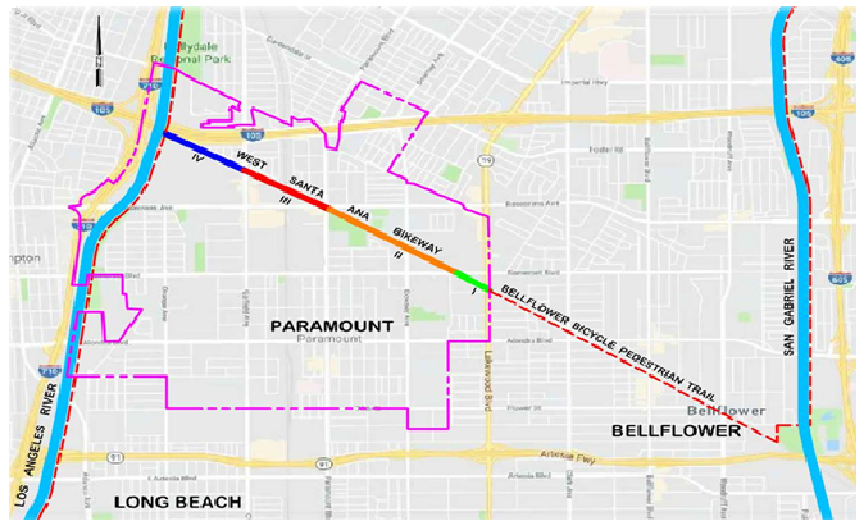


Approval of Amendment No. 1 to the Agreement with Psomas to Perform Engineering Design of Parking Lot Reconfiguration at Paramount Park in conjunction with the proposed West Santa Ana Branch Bikeway Trail – Phase II Project (City Project No. 9932)

ITEM NO. 4

Background

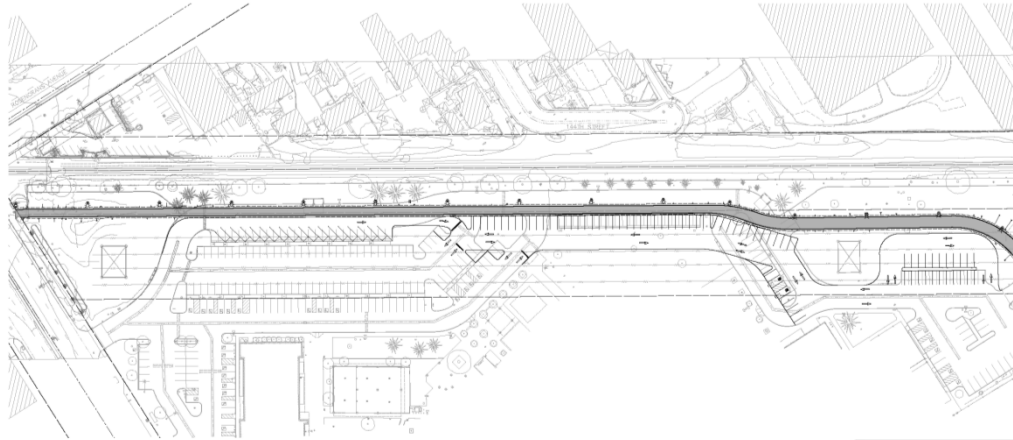
- Original Agreement
 - Approved March 17, 2020
 - Provide professional engineering design services for Bikeway Trail
- Phase II runs from Somerset to Paramount Blvd.



ITEM NO. 4

Background

- Original plans had bikeway trail in Metro right of way
- Metro's latest design shifted causing our bikeway to move into LADWP right of way



ITEM NO. 4

Additional Work



- Requires a redesign of the north parking lot at Paramount Park
- Cost for additional work is \$135,090
 - Use ATP grant funds
 - Mid Year budget adjustment
- Current Contract: \$685,866
- Proposed Amendment: \$135,090
- Revised Contract Amount: \$820,956

ITEM NO. 4

Recommendation

It is recommended that the City Council approve Amendment No. 1 to the Agreement with PSOMAS to perform engineering design of parking lot reconfiguration at Paramount Park in conjunction with the proposed West Santa Ana Branch Bikeway Trail - Phase II project, direct staff to make the necessary adjustments to the mid-year budget, and authorize the Mayor or her designee to execute the amendment.

*This item aligns with Strategic Outcome
No. 2: Community Health
No. 4: Environmental Health and
No. 5: Attractive and Well Maintained Infrastructure*

ITEM NO. 4



CITY OF PARAMOUNT



Approval of Amendment No. 1 to the Agreement with Psomas to Perform Engineering Design of Parking Lot Reconfiguration at Paramount Park in conjunction with the proposed West Santa Ana Branch Bikeway Trail – Phase II Project (City Project No. 9932)

ITEM NO. 4



CITY OF PARAMOUNT



Resolution No. 21:033

Amending Resolution No. 19:045 Pertaining to the Frequency of the City-Wide Parking Committee Meetings

ITEM NO. 5



CITY OF PARAMOUNT



North Paramount Gateway Specific Plan

October 19, 2021
City Council

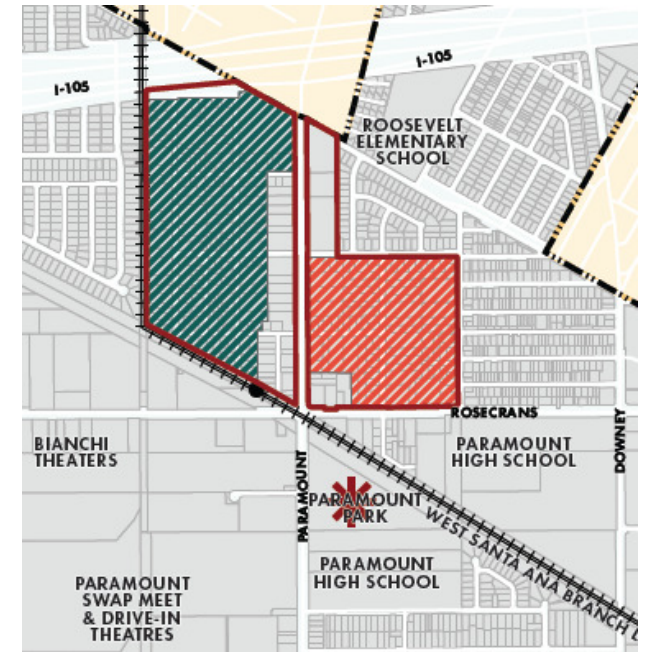
ITEM NO. 6

 CITY OF PARAMOUNT




North Paramount Gateway Specific Plan

- What is a specific plan?
- This is an opportunity for Paramount
- Density and *destiny*
- Guests
 - Orlando Gonzalez (Gruen Associates)
 - Kamille Parks (Gruen Associates)
 - Rawad Hani (engineer – GTS)
- Planning Commission reviewed 10/12/21
 - No changes recommended



ITEM NO. 6

 CITY OF PARAMOUNT

North Paramount Gateway Specific Plan

City Council Meeting

October 19, 2021



PROJECT BACKGROUND

The intent of this project is to combine two specific plan areas —(1) Clearwater North on the west of Paramount Boulevard and (2) Howe/Orizaba on the east side of Paramount Boulevard— into a single North Paramount Gateway Specific Plan (NPG), slightly expand the plan area to incorporate a few key parcels along Paramount Boulevard, and develop a contemporary plan that provides long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT), supports sustainability efforts, promotes community health and well-being, and strengthens the economic vitality of businesses and individuals.



The Drive-in Swap Meet in the 1950's show a tradition of gathering in Paramount



Jackson Street and Paramount Boulevard in the 1930's



Somerset Boulevard and Paramount Boulevard



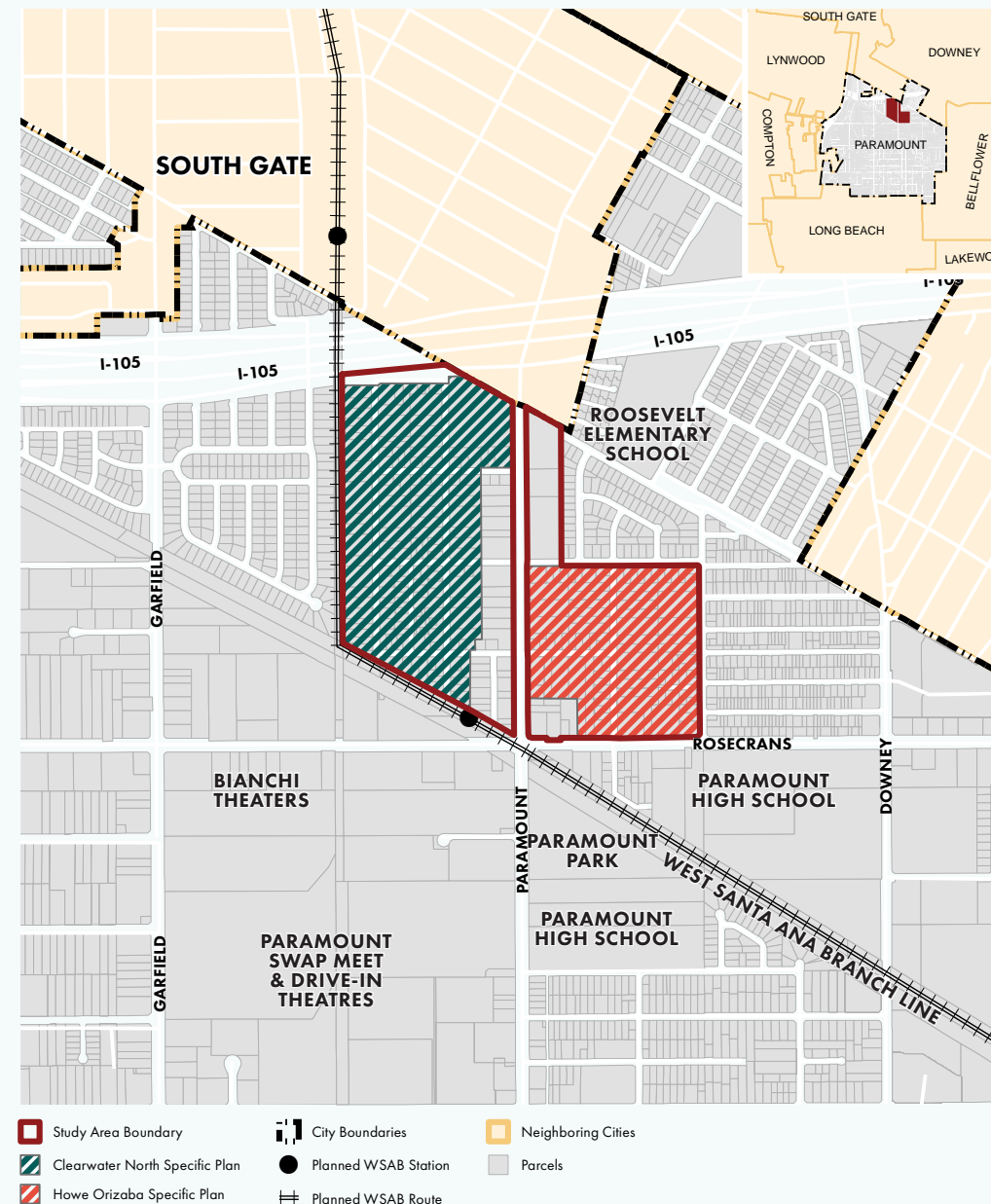
Radium Drive-in later Paramount Drive-in



AERIAL MAP OF NORTH PARAMOUNT GATEWAY SPECIFIC PLAN AREA

PROJECT BACKGROUND

The West Santa Ana Branch (WSAB) Transit Corridor—a proposed 20-mile light rail line that will connect southeast corridor cities to Union Station—has a station proposed near the intersection of Rosecrans Avenue and Paramount Boulevard. The Specific Plan will guide how areas within 1/2 mile of the stations can develop over time, complementing the future WSAB Transit Corridor and existing community character. The Specific Plan will preserve the existing urban fabric while promoting new economic growth by identifying pedestrian and bicycle improvements and community development opportunities for residents and businesses.



Paramount Boulevard: Landscaped Median with Signage



Clearwater North Neighborhood: Traditional Multi-Family



Paramount Boulevard / Rosecrans Avenue Auto-oriented Uses

PROCESS & TIMELINE



May 7th Pop Up Event



July 15th Pop Up Event



August 6th Pop Up Event

COMMUNITY FEEDBACK

- Provide a mix of uses (cafes, restaurants, neighborhood market, employment, etc., to support the neighborhoods)
- Address the lack of on-street parking
- Improve safety, walkability, and amenities for Paramount Blvd. and Rosecrans Ave.
- Provide Open Space/Recreation for the Youth & Seniors
- Provide affordable housing for all income levels

CURRENT OUTREACH

The Project Team conducted a series of public outreach efforts to solicit feedback from the City and community regarding different approaches to improving the SPA.

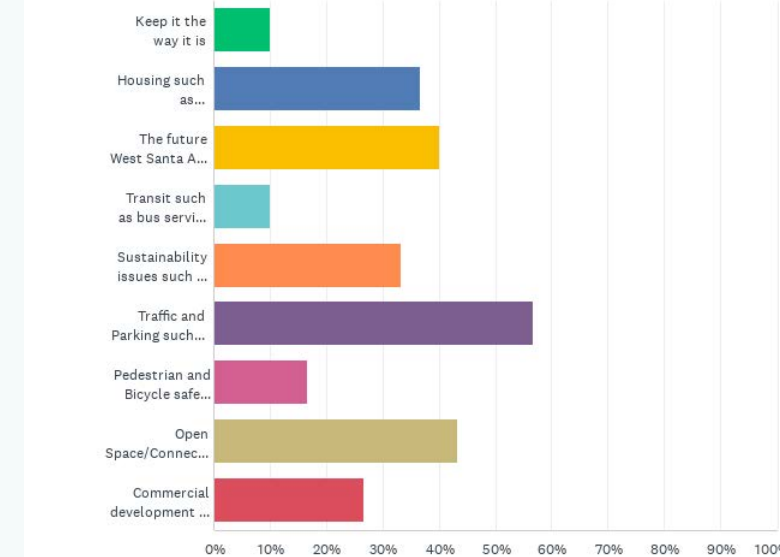
- Public Works: February 16th, 2021
- Interagency Meeting: July 21st, 2021
- Friday Night Farmer's Market: May 7th, 2021
- Summer Concert Series: July 15th, 2021
- Farmer's Market: August 6th, 2021
- Community Engagement Event: September 25th, 2021
- Planning Commission Meeting: October 12th, 2021

At each event, the Project Team presented to the public the preliminary project goals and findings from existing conditions and opportunities and alternatives analysis reports.

The community outreach events were supplemented with an online community survey on what the community feels are the underlying issues including its challenges and needs.

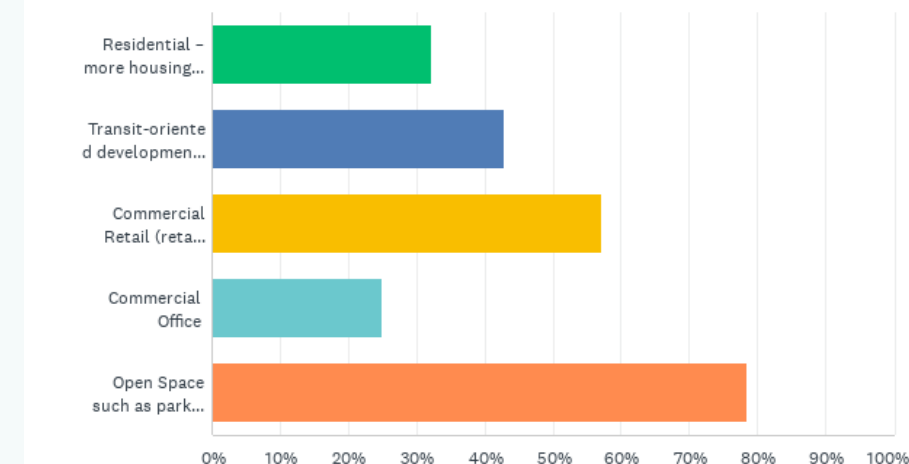
COMMUNITY SURVEY

CHOOSE THE 3 MOST IMPORTANT ISSUES FOR THE SPECIFIC PLAN AREA



1. Traffic and Parking
2. Open Space/Connectivity Opportunities
3. The Future Light Rail Station
4. Housing
5. Sustainability

CHOOSE THE 3 LAND USE IMPROVEMENTS YOU WOULD LIKE TO SEE



1. Open Space
2. Commercial Retail
3. Transit-Oriented Development (Mixed-use)

PROJECT GOALS AND GUIDING PRINCIPLES

COMMERCIAL

1. Extend the Downtown Paramount north along Paramount Blvd. and increase the amount, variety, and quality of commercial uses to reinforce the SPA as a branded gateway into the City.

RESIDENTIAL

2. Increase the supply of housing units in the SPA to address concerns for affordability and overcrowding.

MIXED-USE

3. Develop Paramount Blvd. and Rosecrans Ave. as attractive mixed-use corridors in support of the future light rail station.

URBAN DESIGN

4. New development projects should activate the ground plan.

MOBILITY AND PUBLIC REALM

5. Encourage the usage of active transportation and public transit including the future WSAB light rail.

PARKS AND OPEN SPACE

6. Increase recreational space available in the SPA.

SUSTAINABILITY

7. Promote community health, well-being, and safety through focused sustainability applications.



Open space reinforces transit-supportive uses



Neighborhood- and commuter-serving mixed-use



Wide sidewalks create active streetscapes



Transparent Uses Activate Street Frontage

EXAMPLES OF EXISTING HOUSING AND DENSITIES



8 UNITS

20 DU/AC



24 UNITS

60 DU/AC



31 UNITS

37 DU/AC



306 UNITS

66 DU/AC

EXISTING LAND USE DESIGNATIONS

R-M MULTIPLE FAMILY RESIDENTIAL VARIABLE DENSITY

- 22 dwelling units per acre
- 30 feet maximum building height

C-3 GENERAL COMMERCIAL

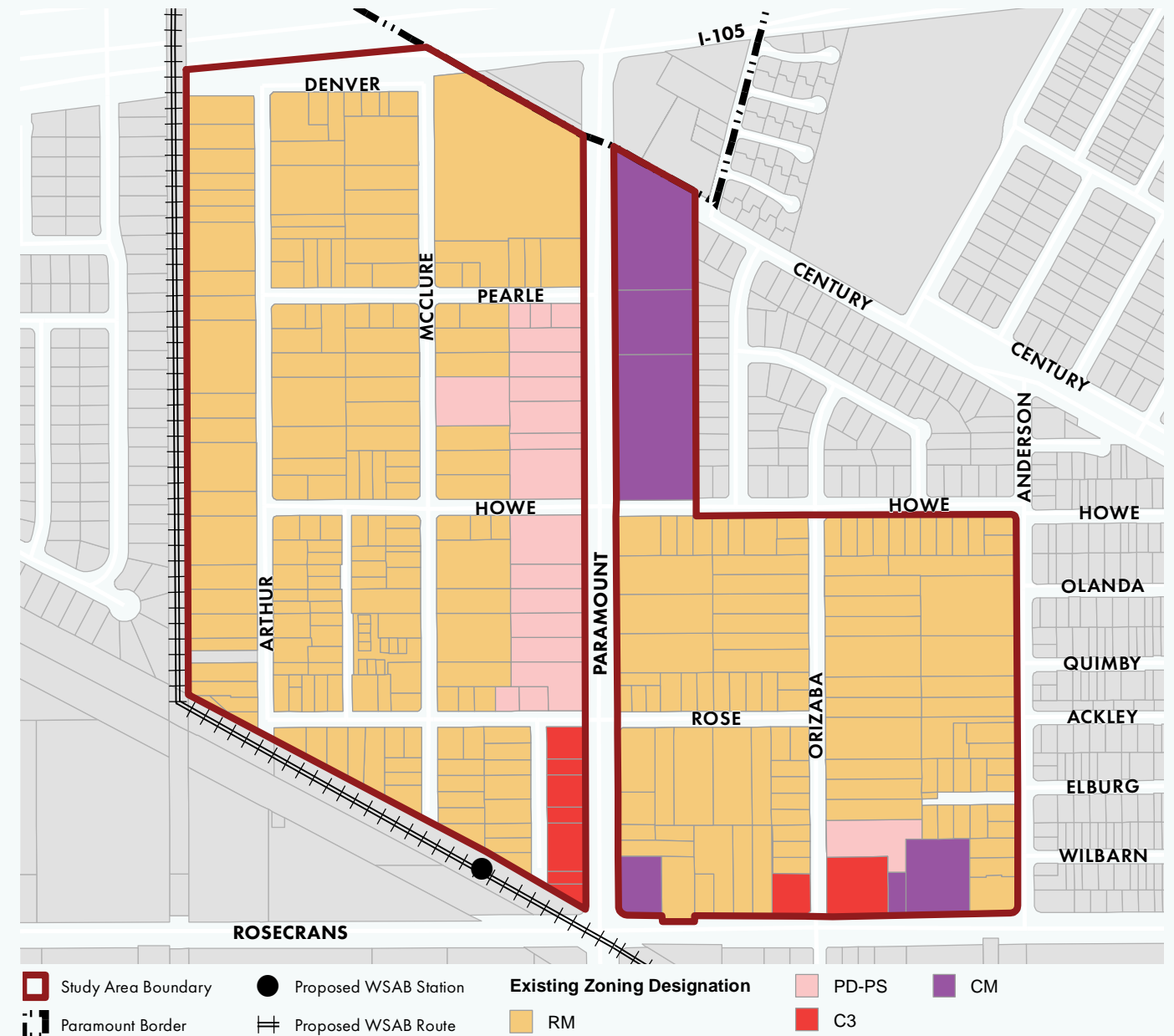
- 2.0 FAR
- 45 feet maximum building height

C-M COMMERCIAL-MANUFACTURING

- 2.0 FAR
- 45 feet maximum building height

PD-PS PLANNED DEVELOPMENT PERFORMANCE STANDARDS

- NA



PROPOSED SPECIFIC PLAN LAND USE DESIGNATIONS

R-M MULTIPLE FAMILY RESIDENTIAL MEDIUM DENSITY

- 30 dwelling units per acre
- 30 feet maximum building height

R-M-HD MULTIPLE FAMILY RESIDENTIAL HIGH DENSITY

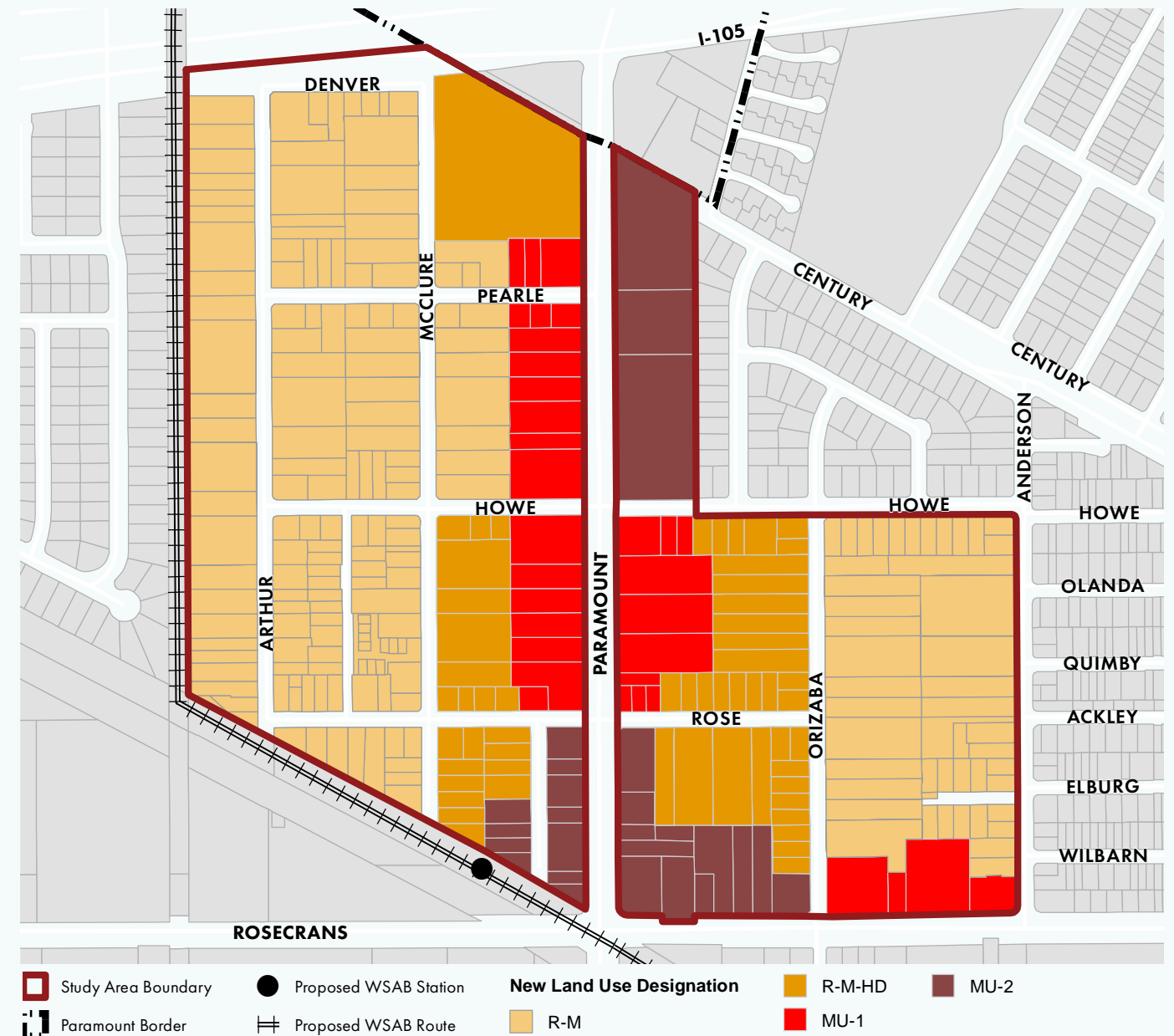
- 40 dwelling units per acre
- 40 feet maximum building height

MU-1 MIXED-USE MEDIUM DENSITY

- 30 dwelling units per acre
- 30 feet maximum building height, 1.5 FAR

MU-2 MIXED-USE HIGH DENSITY

- 40 dwelling units per acre
- 45 feet maximum building height, 2.0 FAR



RESIDENTIAL ZONES: R-M ZONE

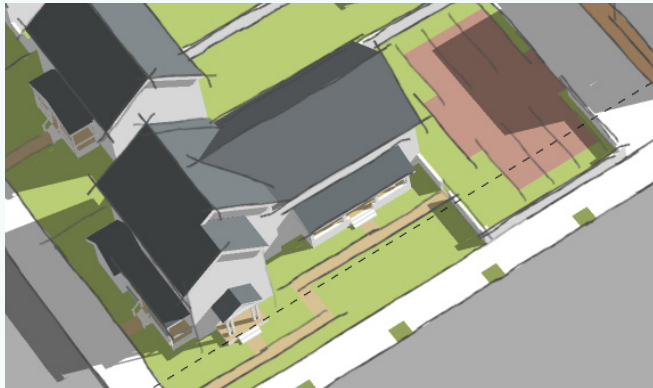
- Keep a similar density of the existing housing.
- Mostly comprised of multifamily housing.
- Applied to most parcels between the WSAB rail corridor and McClure St., and between Orizaba Ave. to Anderson St.



Existing Condition



Precedent Example



Precedent Example

Development Standard	R-M Zone
Max FAR	n/a
Max Dwelling Units per Acre (du/ac)	30 du/ac
Non-Res Area	0%
Max Height	30 ft
Required Landscape Area	20%

RESIDENTIAL ZONES: R-M-HD ZONE

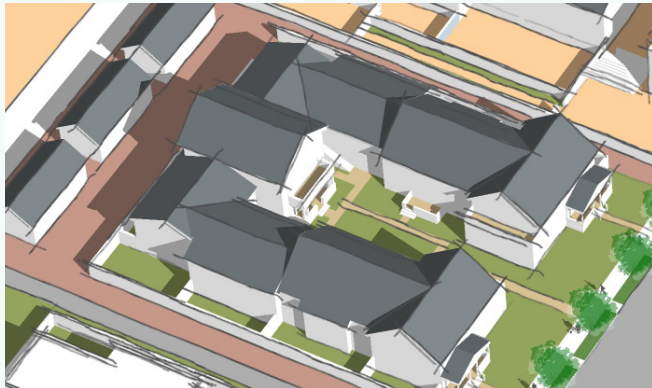
- Parcels between McClure St. and Orizaba Ave.
- Typically larger than parcels and can support a greater density.
- Provides a transitional buffer between the major corridor and the lower-density areas.



Existing Condition



Precedent Example



Precedent Example

Development Standard	R-M Zone
Max FAR	n/a
Max Dwelling Units per Acre (du/ac)	40 du/ac
Non-Res Area	0%
Max Height	40 ft
Required Landscape Area	20%

MIXED-USE ZONES: MU-1 ZONE

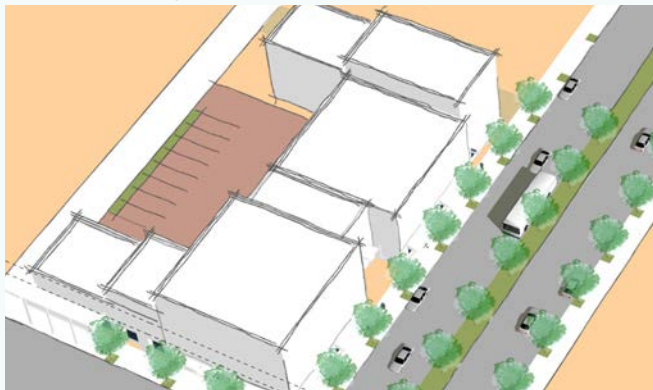
- Mixed-use zones intended to activate Paramount Blvd. and Rosecrans Ave. with a combination of commercial and residential uses.
- Accomplished with vertical mixed-use, or horizontal mixed-use.



Existing Condition



Precedent Example



Precedent Example

Development Standard	R-M Zone
Max FAR	1.5
Max Dwelling Units per Acre (du/ac)	30 du/ac
Non-Res Area	15%
Max Height	30 ft
Required Landscape Area	20%

MIXED-USE ZONES: MU-2 ZONE

- Allows greater density of residential units per acre and provides greater job opportunities (office).
- Along Paramount Blvd. and Rosecrans Ave. near the WSAB station, and at larger parcels in the northern portion of the SPA near the freeway.



Existing Condition



Precedent Example



Precedent Example

Development Standard	R-M Zone
Max FAR	2.0
Max Dwelling Units per Acre (du/ac)	40 du/ac
Non-Res Area	25%
Max Height	45 ft
Required Landscape Area	20%

ARCHITECTURAL ELEMENTS

- Canopy, awning, or marquee marking the pedestrian entrance to a building
- Roof modulation such as a sloped roof, change in height of the parapet, or a green roof with vegetation
- Roof modulation such as a sloped roof, change in height of the parapet, or a green roof with vegetation
- Setback for outdoor dining
- Mural or other permanent wall-affixed artwork
- Raised stoops, covered or partially covered porches, patios, or arcades
- Partially uncovered projecting balconies forming an architectural pattern



Awnings enhance entries



Articulated entry with various materials



Covered porches facing the street



Entry recessed to create a public forecourt



Opportunities for murals on blank walls enhances retail



Raised and recessed outdoor dining area

SUSTAINABILITY

- **Swales.** Swales are long, narrow landscaped depressions that are gently sloped along their length. They are primarily used to collect and convey stormwater while slowing down and filtering runoff.
- **Rain Gardens.** Rain gardens are landscaped detention or bio-retention facilities designed to slow down and treat stormwater. Runoff is directed to shallow, landscaped depressions which retain minor storm events, allowing stormwater to infiltrate through soil for groundwater recharge.
- **Permeable Paving.** Permeable paving systems can provide the structural integrity necessary for cars, trucks, and pedestrian areas while reducing direct runoff by absorbing rainfall and providing temporary storage.
- **Curb Extensions.** Curb extensions are an extension of the street edge into the street. They are often used to promote traffic calming but can provide stormwater benefits as well. Stormwater flowing along the street is slowed, filtered, and allowed to infiltrate before reaching storm drain networks.



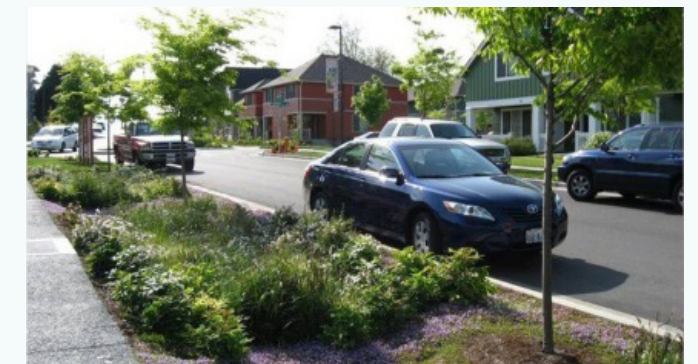
Rain gardens/infiltration planters improve the public realm



Bioswales in urban conditions



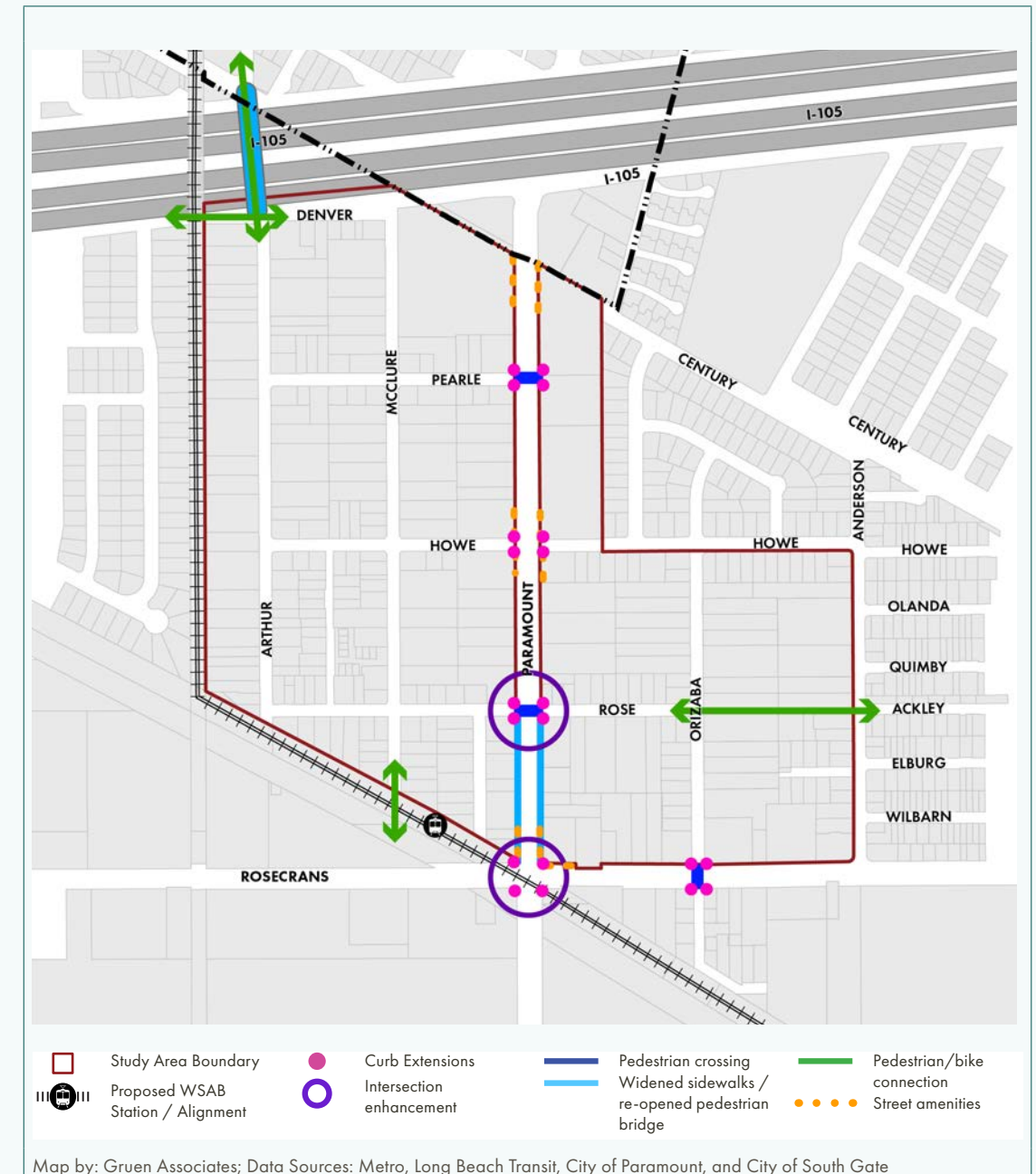
Solar panels utilized creatively to enhance streetscapes/shade



Bioswales in neighborhood conditions

PEDESTRIAN IMPROVEMENTS

- **Sidewalk Widths.** For Paramount Boulevard and Rosecrans Avenue, 15 feet of sidewalk and parkway will accommodate street trees, benches, outdoor seating, bike racks, trash receptacles, and other pedestrian amenities.
- **Curb Extensions.** Makes pedestrians more visible to motor vehicles, causes traffic calming by narrowing the roadway, and provides space for pedestrian amenities.
- **Street Trees.** Serve as a pedestrian buffer from vehicular traffic, accentuating spaces, improving air quality, provide shade, and improving aesthetics along corridors.
- **Smart City Infrastructure.** There are many emerging technologies from smart lighting to parking occupancy, multi-modal data collection, WIFI access points, and traffic safety monitoring solutions.
- **Connectivity Enhancements.** Crossings at Rose Street, Pearl Street, and Orizaba Avenue are recommended to enhance connectivity, and pedestrian safety and visibility for all users in the specific plan area.



PEDESTRIAN IMPROVEMENTS



Landscaped curb extension



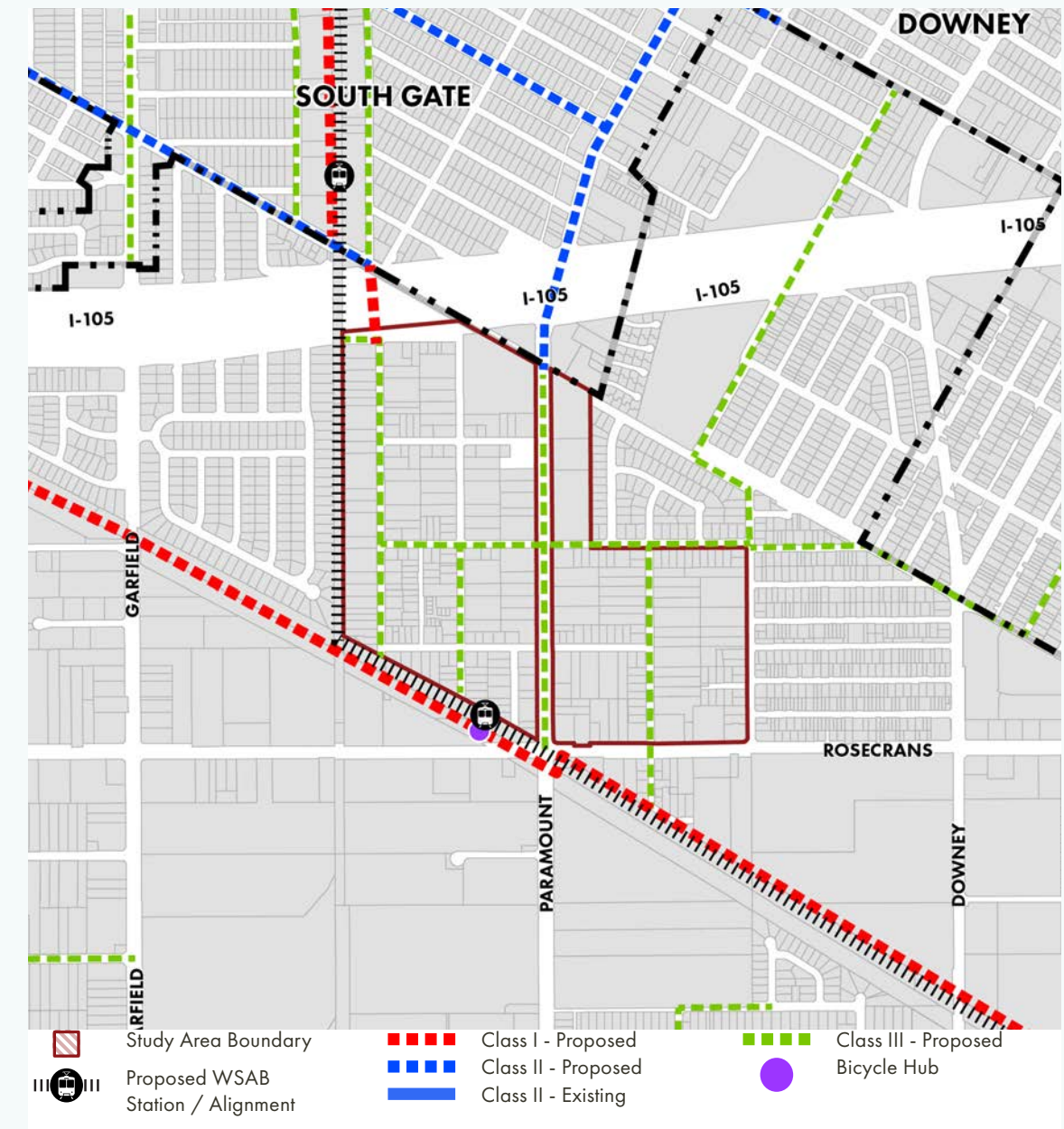
Durable street amenities using compatible materials and colors placed along parkway landscaping



Continental crosswalks enhance pedestrian visibility by clearly demarcating the pedestrian crossing area. Additionally, pedestrian refuge islands break up raised center roadway medians to create a safe stopping point for pedestrians.

BICYCLE CIRCULATION

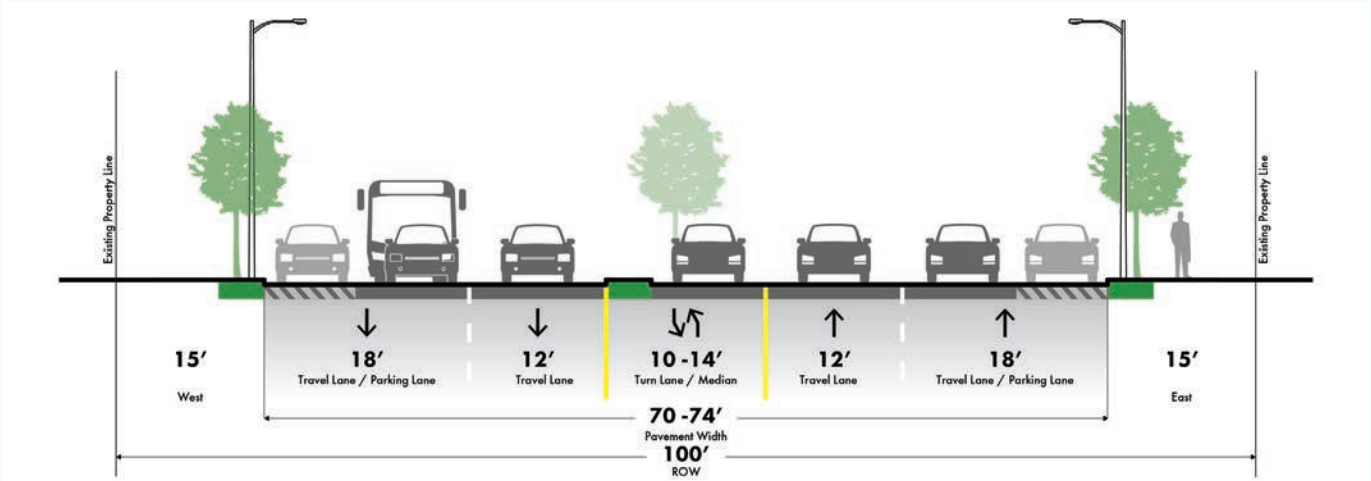
- **Paramount Bike Trail.** The City of Paramount has received a grant to extend the Paramount/Bellflower Trail in the WSAB corridor linking the city to the Los Angeles River trail.
- **Paramount Blvd Improvements.** It is highly recommended the City remove the “truck route” designation from Paramount Boulevard to allow for bike travel opportunities.
- **Bicycle Parking.** Opportunities for cyclists to park and leave their bikes while they walk along key streets.
- **Bicycle Hubs.** May include Bike Share Stations and storage, is recommended as part of the WSAB DEIR and may take the form of full-service Metro Bike Hubs or simple fix-it stations.
- **Programs.** Establishing a bicycling “culture” include educational programs; encouragement and promotional programs such as Safe Routes to School programs, “Bike to Work” weeks, and shared bicycle programs.
- **Transit Interface.** Whether buses or the future light rail, transit interface includes ensuring bike racks on buses and rail transit to bicycle parking at primary transit stops and stations.



PARAMOUNT BOULEVARD - NORTH OF ROSE ST



FIGURE 0.1 - EXISTING CROSS SECTION

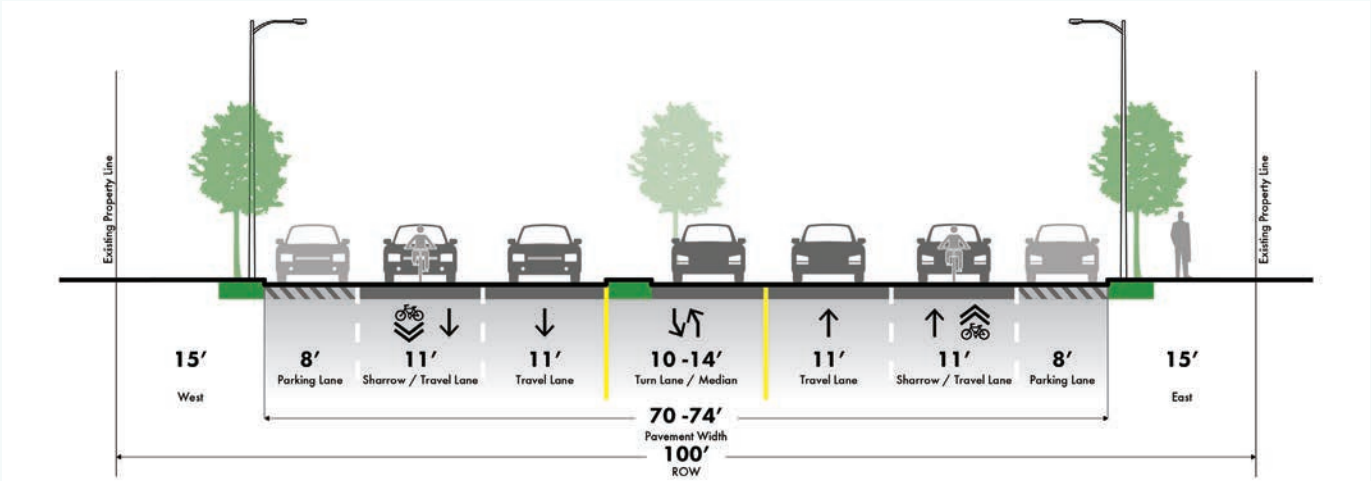


Source: Gruen Associates & GTS



Existing Condition

FIGURE 0.2 - PROPOSED CROSS SECTION

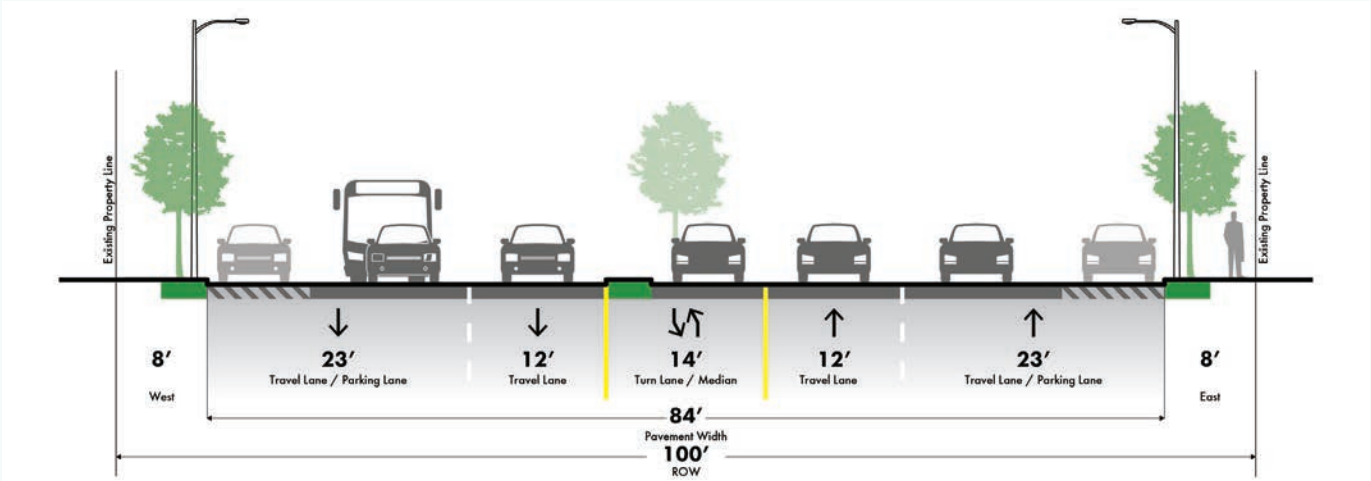


Source: Gruen Associates & GTS

PARAMOUNT BOULEVARD - ROSECRANS AVE TO ROSE ST



FIGURE 0.3 - EXISTING CROSS SECTION

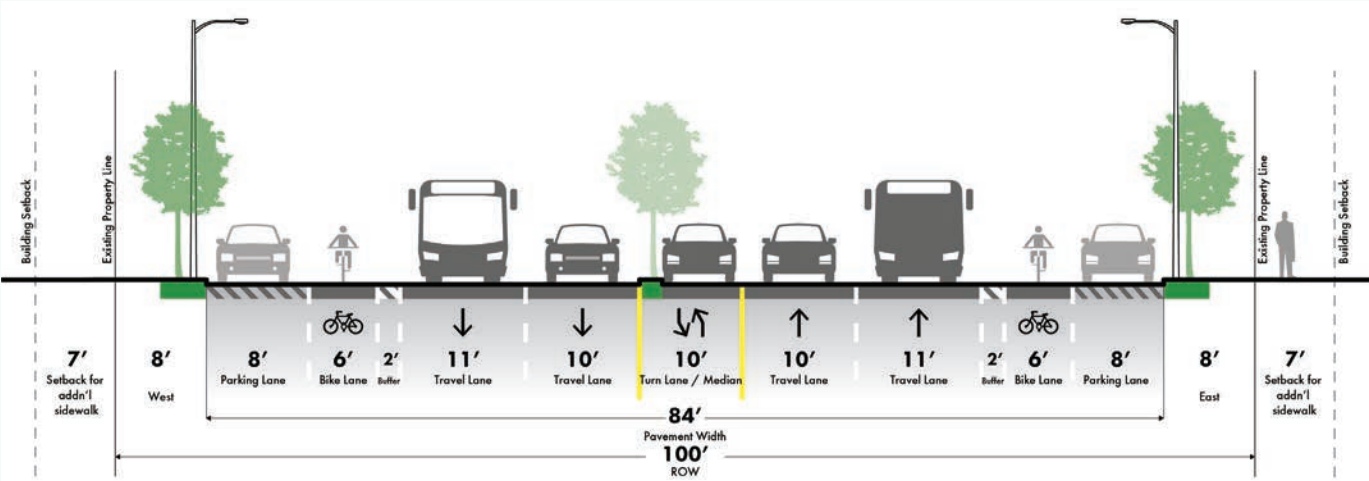


Source: Gruen Associates & GTS



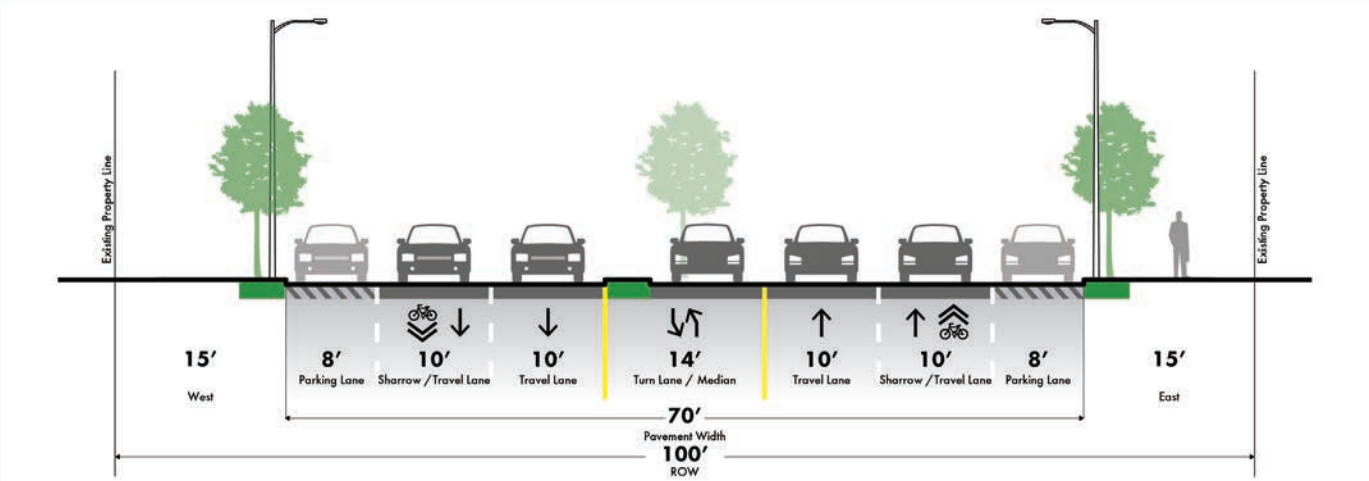
Existing Condition

FIGURE 0.5 - PROPOSED OPTION 1 CROSS SECTION



Source: Gruen Associates & GTS

FIGURE 0.4 - PROPOSED OPTION 2 CROSS SECTION



Source: Gruen Associates & GTS

PARKING IMPROVEMENTS

- **Right-Size Parking Requirements.** Within the mixed-use zones, where commercial uses are located close together and people can visit by walking to more than one destination from one parking location, rather than being standalone uses.
- **Implement Demand Strategies.** Parking demand management can provide various tools to reduce and manage the impact of on-street parking in the specific plan area by promoting a walkable and well-connected environment which features alternative means of travel.
- **Implement Location-Based Strategies & Shared Parking.** These are strategies that address “who parks where” with the premise of spreading the demand over a larger area such as utilizing remote parking facilities, signage strategies, etc. Underutilized off-street parking south of Rosecrans Avenue or the proposed WSAB station parking might provide opportunities for joint use of parking.
- **Implement Time-Based Strategies.** These are strategies that use parking frequency, turnover, and time stays as part of parking management toolbox. Currently no time limits exist in the specific plan area even along commercial corridors.
- **Implement Supply Strategies.** These include maximizing the number of available parking spaces typically by the provision of new parking spaces on-street and off-street. This is usually the more expensive (and sometimes least desirable) option for managing parking. The City may consider an in-lieu fee to address a development’s fair share of the required parking in a facility, as and when parking supply is considered by the City. As noted earlier the WSAB station proposes a 490-space parking garage that will serve the transit users and minimize the potential impacts to the nearby residential neighborhoods.

IMPLEMENTATION FRAMEWORK

- **Attract focused mixed-use and residential development.** Through land use policy that allows for streamlined development, location-appropriate density, and shared parking, the SPA can reduce barriers to development, make the area attractive to developers, and accommodate accelerated 2045 population growth due to the future WSAB.
- **Preserve and create affordable housing.** Beyond the existing unmet demand for affordable housing in the SPA, affordable housing production and feasible inclusionary housing policy are crucial to prevent displacement.
- **Invest in public realm and civic infrastructure.** To facilitate catalytic development, streetscapes, public space, and shared parking help attract potential developers, and achieve walkability and varied curbside uses.
- **Improve retail offerings and attract missing services.** By improving retail offerings in key locations and attracting missing services like financial, medical, and grocery, the SPA could become more desirable to new residents and businesses, and more livable for current residents.

Table 0.1 - Implementation Strategies (sample, see full report for all strategies)

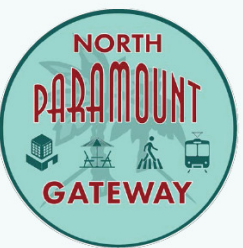
Term	Strategy
Land Use Policy - Jumpstart flexible, inclusive development	
Short-term	Differentiate moderate- and high-density residential and mixed-use areas along Paramount and Rosecrans
	Allowing a combination of moderate- and high-density development will reduce barriers to redevelopment while aligning with supportable levels of residential, retail, and commercial space. Under current conditions, blanket zoning for high density mixed-use along Paramount Blvd. and Rosecrans Ave. might create a surplus of retail and commercial entitlements that exceed demand and may also create a disconnect between land values/land speculation and financial feasibility of new development, making short- to mid-term redevelopment less likely. Focused moderate-density entitlements will help to support the redevelopment of these areas in the short term as higher density development becomes viable with the release of Proposition FF and developments in the SPA begin to achieve higher rents.

Table 0.1 - Implementation Strategies (sample, see full report for all strategies)

Term	Strategy
Mid/Long-term	Identify sites for shared parking lots to shift parking away from individual properties on the main retail and transit corridors and into shared facilities
	Shared parking lots will help incentivize development by lowering the cost of providing parking. Identifying and developing a strategy for City acquisition of ideal sites can help align parking supply with transit goals and development goals, and as shared parking comes online, the study area could transition to more transit-oriented and pedestrian friendly curbside uses.

Next Steps

- City Council approved award of contract to prepare environmental impact report (EIR)
- Upon approval of EIR, City Council will adopt zone change to formally adopt North Paramount Gateway



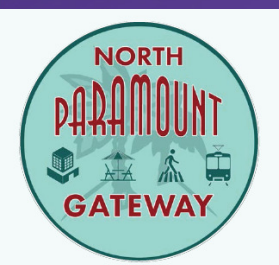
ITEM NO. 6



CITY OF PARAMOUNT

Recommendation

Provide direction and receive and file



ITEM NO. 6



CITY OF PARAMOUNT



North Paramount Gateway Specific Plan

October 19, 2021
City Council

ITEM NO. 6

 CITY OF PARAMOUNT



Development Activity Update

City Council
October 19, 2021

ITEM NO.7



CITY OF PARAMOUNT



Summary

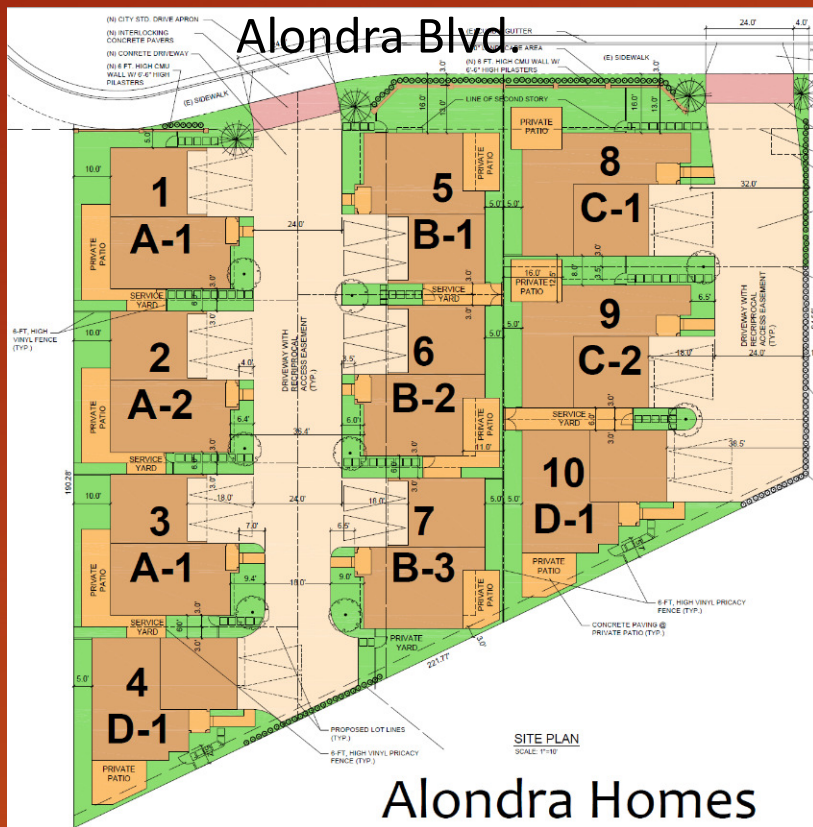
- Recurring update of land development
 - Housing
 - Commercial
 - Industrial
- Note: only includes projects with formal applications submitted



ITEM NO.7

 CITY OF PARAMOUNT

Gold Key Development 6500-6510 Alondra Blvd.



Magnum Property Project

NW corner of Indiana Ave. & Somerset Blvd.



Senior Housing Project

NW corner of Paramount Blvd. & 70th St.

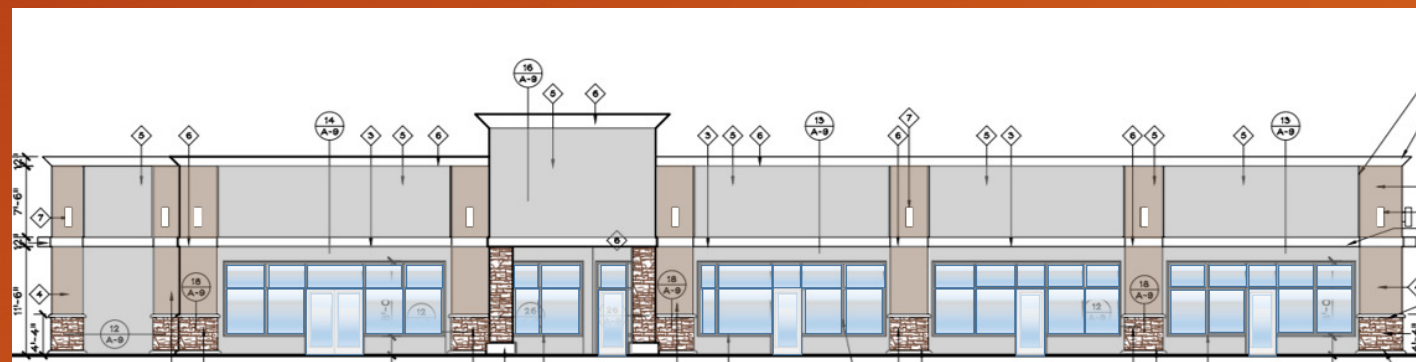
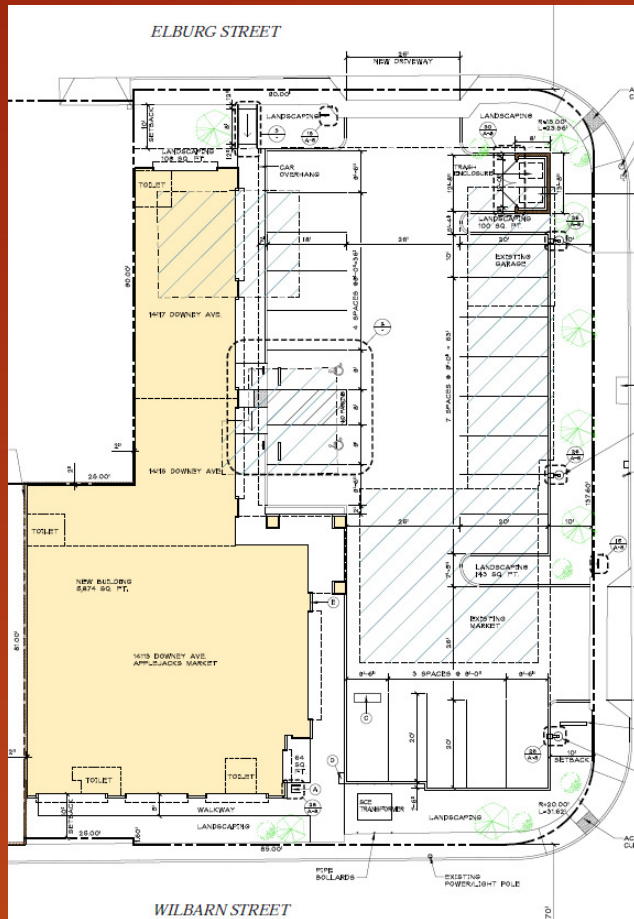


ITEM NO.7



CITY OF PARAMOUNT

Applejacks Market 14113 Downey Ave.



Lee Project

15004-15008 Paramount Blvd.



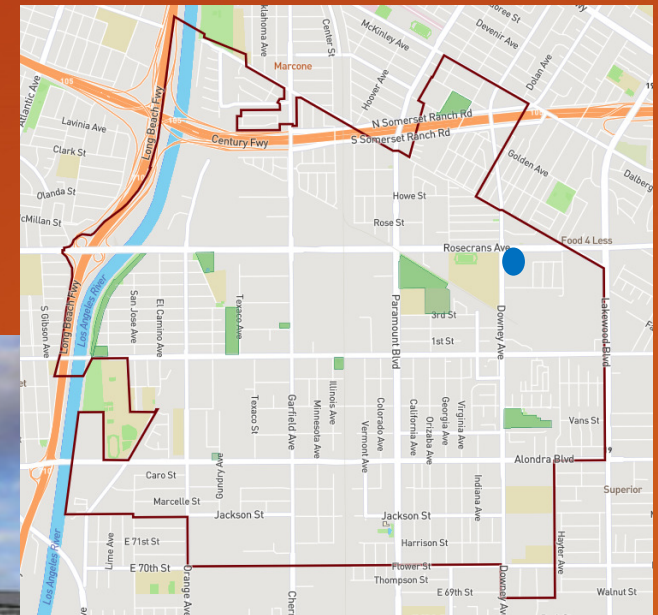
ITEM NO.7



CITY OF PARAMOUNT

Tierra Mia Coffee

14318 Downey Ave. (near Rosecrans Ave.)



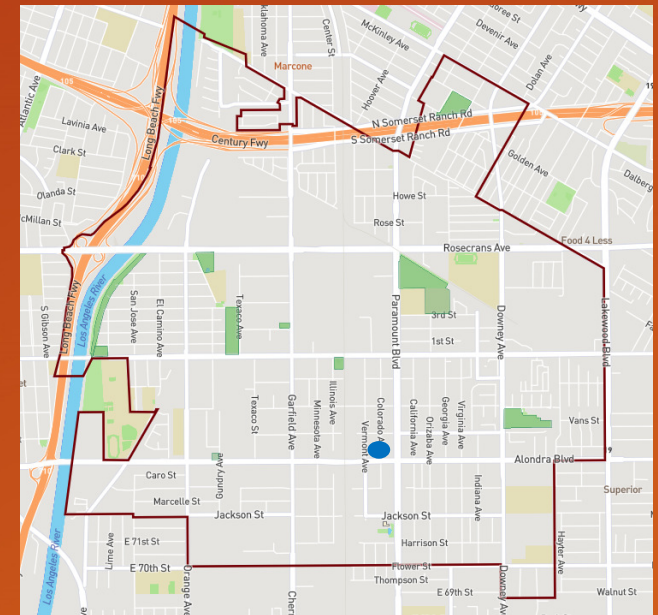
ITEM NO.7



CITY OF PARAMOUNT

Kentucky Fried Chicken

NE corner of Alondra Blvd. & Vermont Ave.



ITEM NO.7

 CITY OF PARAMOUNT

2000 Insurance Service SE corner of Paramount Blvd. & 3rd St.



ITEM NO.7



CITY OF PARAMOUNT

Fusion Food Hall

7340 Alondra Blvd. (near Garfield Ave.)



ITEM NO.7



CITY OF PARAMOUNT

Carlton Forge Works

NW corner of Colorado Ave. & Adams St.



ITEM NO.7



CITY OF PARAMOUNT

McBrawn USA Machinery

NW corner of Illinois Ave. & Jefferson St.



ITEM NO.7



CITY OF PARAMOUNT



Recommendation

Receive and file

Strategic Outcome No. 1: Safe Community; No. 3: Economic Health; No. 4: Environmental Health

ITEM NO.7



CITY OF PARAMOUNT



Development Activity Update

City Council
October 19, 2021

ITEM NO.7

 CITY OF PARAMOUNT



Senate Bill No. 9 and Senate Bill No. 10

City Council
October 19, 2021

ITEM NO.8

 CITY OF PARAMOUNT



Background

- Informational summary of SB 9 and SB 10
- Governor Newsom signed into law recently
- Both effective January 1, 2022



Background

- *Supported* by 4 cities – Alameda, Gilroy, Oakland, San Diego
- *Opposed* by 244 other cities, including Paramount
- Paramount's opposition voiced through position letters and direct advocacy to legislators
- Paramount Legislative Platform – Adopted January 2021
 - Guiding Principle – *Preserve Local Control*
 - Housing & Land Use Goal – *“Oppose regional growth, development, and land use legislation that overlooks the City's unique geographical & density challenges in a strategic manner taking each neighborhood into account”*

ITEM NO.8



CITY OF PARAMOUNT

SB 9

- Mandate for urbanized areas (most of California in terms of population)
- Requires cities to allow division of single-family properties into 2 properties (minimum 1,200 sq. ft.)
- Cities must allow 2 housing units (each 800 sq. ft. minimum) per property
- Exempt from environmental review
- Exempt from discretionary (Planning Commission) review – must be processed “over the counter”
- 4-foot side & rear setbacks (open space between building wall and property line)
- Onsite parking not required

ITEM NO.8



CITY OF PARAMOUNT

SB 10

- Optional for cities to adopt an ordinance
 - At this time, no indication of any cities pursuing an SB 10 ordinance
- If a city adopts such an ordinance, would allow up to 10 housing units on a single property in “transit rich” areas (properties half-mile from major transit stop) without environmental review

ITEM NO.8



CITY OF PARAMOUNT



February 24, 2021

The Honorable Toni Atkins
President pro Tempore, California State Senate
State Capitol Building, Room 205
Sacramento, CA 95814

RE: SB 9 (Atkins) Increased Density in Single-Family Zones
Oppose Unless Amended (As Introduced 12/7/2020)

Dear Senate President pro Tempore Atkins,

The City of Paramount writes to express an Oppose Unless Amended position on your SB 9, which would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Additionally, this measure would require local governments to ministerially approve urban lot splits.

Housing affordability and homelessness are major issues facing California cities. Affordably priced homes are not being built fast enough to meet the current and projected need for housing in the state. Cities lay the groundwork for housing projects in their communities based on existing housing laws, and the needs of the building industry.

While your desire to pursue a housing measure is commendable, SB 9 as currently drafted construction in a manner that supports local input. State driven ministerial or by-right housing projects do not allow for the extensive public engagement associated with developing and adopting zoning ordinances and housing elements that are consistent with the Housing and Community Development (HCD) Act.

The City of Paramount requests the following concerns and remove our opposition:

Dedicated to providing fiscally responsible services
16420 Colorado Avenue • Paramount, CA 92676
facebook.com/CityOfParamount | instagram.com/cityofparamount

PEGGY LEMONS
Mayor
BRENDA OLMIOS
Vice Mayor
ISABEL AGUIAYO
Councilmember
LAURIE GUILLEN
Councilmember
VILMA CUELLAR STALLINGS
Councilmember

SB 9 Opposition Letter
February 24, 2021
Page 2

- Clarify that a property owner using SB 9 is limited to constructing two residential units, not two residential units and additional accessory dwelling units (ADUs) on the same parcel;
- Require a housing developer to acquire a building permit within one year of a lot split, so that speculators do not sell lots and never build homes;
- Allow local governments to require adequate access for police, fire and other public safety vehicles and equipment;
- Prohibit developers from using SB 9 in very high fire hazard severity zones;
- Allow cities to determine a range of lot sizes suitable for SB 9 development projects;
- Ensure HCD provides Regional Housing Needs Allocation (RHNA) credit for production of SB 9 units;
- Allow local governments to take into account local conditions such as hillsides, lot dimensions, natural hazards, available infrastructure, etc. when approving or denying housing project applications;
- Allow local governments to continue to determine parking standards; and
- Ensure large-scale investors and builders do not exploit SB 9 provisions.

The City of Paramount is committed to being part of the solution to the housing shortfall across all income levels and will continue to work collaboratively with you to spur much needed housing construction. Thank you for considering the above amendments.

For these reasons, the City of Paramount opposes SB 9 (Atkins) unless it is amended to address our concerns.

CITY OF PARAMOUNT

Peggy Lemons
Mayor

cc. Honorable Assembly Speaker Anthony Rendon, 63rd District
Honorable State Senator Lena Gonzalez, 33rd District
District Kristine Guerrero, League of California Cities



June 8, 2021

The Honorable Toni Atkins
President pro Tempore, California State Senate
State Capitol Building, Room 205
Sacramento, CA 95814

RE: SB 9 (Atkins) Increased Density in Single-Family Zones
Oppose Unless Amended (As Introduced 12/7/2020)

Dear Senate President pro Tempore Atkins,

The City of Paramount writes to express an Oppose Unless Amended position on your SB 9, which would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Additionally, this measure would require local governments to ministerially approve urban lot splits.

Housing affordability and homelessness are major issues facing California cities. Affordably priced homes are not being built fast enough to meet the current and projected need for housing in the state. Cities lay the groundwork for housing projects in their communities based on existing housing laws, and the needs of the building industry.

While your desire to pursue a housing measure is commendable, SB 9 as currently drafted construction in a manner that supports local input. State driven ministerial or by-right housing projects do not allow for the extensive public engagement associated with developing and adopting zoning ordinances and housing elements that are consistent with the Housing and Community Development (HCD) Act.

The City of Paramount requests the following concerns and remove our opposition:

- Clarify that a property owner using SB 9 is limited to constructing two residential units, not two residential units and additional accessory dwelling units (ADUs) on the same parcel;

Dedicated to providing fiscally responsible services
16420 Colorado Avenue • Paramount, CA 92676
facebook.com/CityOfParamount | instagram.com/cityofparamount

BRENDA OLMIOS
Mayor
VILMA CUELLAR STALLINGS
Vice Mayor
ISABEL AGUIAYO
Councilmember
LAURIE GUILLEN
Councilmember
PEGGY LEMONS
Councilmember

The Honorable Toni Atkins
June 8, 2021
Page 2

- Require a housing developer to acquire a building permit within one year of a lot split, so that speculators do not sell lots and never build homes;
- Allow local governments to require adequate access for police, fire and other public safety vehicles and equipment;
- Prohibit developers from using SB 9 in very high fire hazard severity zones;
- Allow cities to determine a range of lot sizes suitable for SB 9 development projects;
- Ensure HCD provides Regional Housing Needs Allocation (RHNA) credit for production of SB 9 units;
- Allow local governments to take into account local conditions such as hillsides, lot dimensions, natural hazards, available infrastructure, etc. when approving or denying housing project applications;
- Allow local governments to continue to determine parking standards; and
- Ensure large-scale investors and builders do not exploit SB 9 provisions.

The City of Paramount is committed to being part of the solution to the housing shortfall across all income levels and will continue to work collaboratively with you to spur much needed housing construction. Thank you for considering the above amendments.

For these reasons, the City of Paramount opposes SB 9 (Atkins) unless it is amended to address our concerns.

CITY OF PARAMOUNT

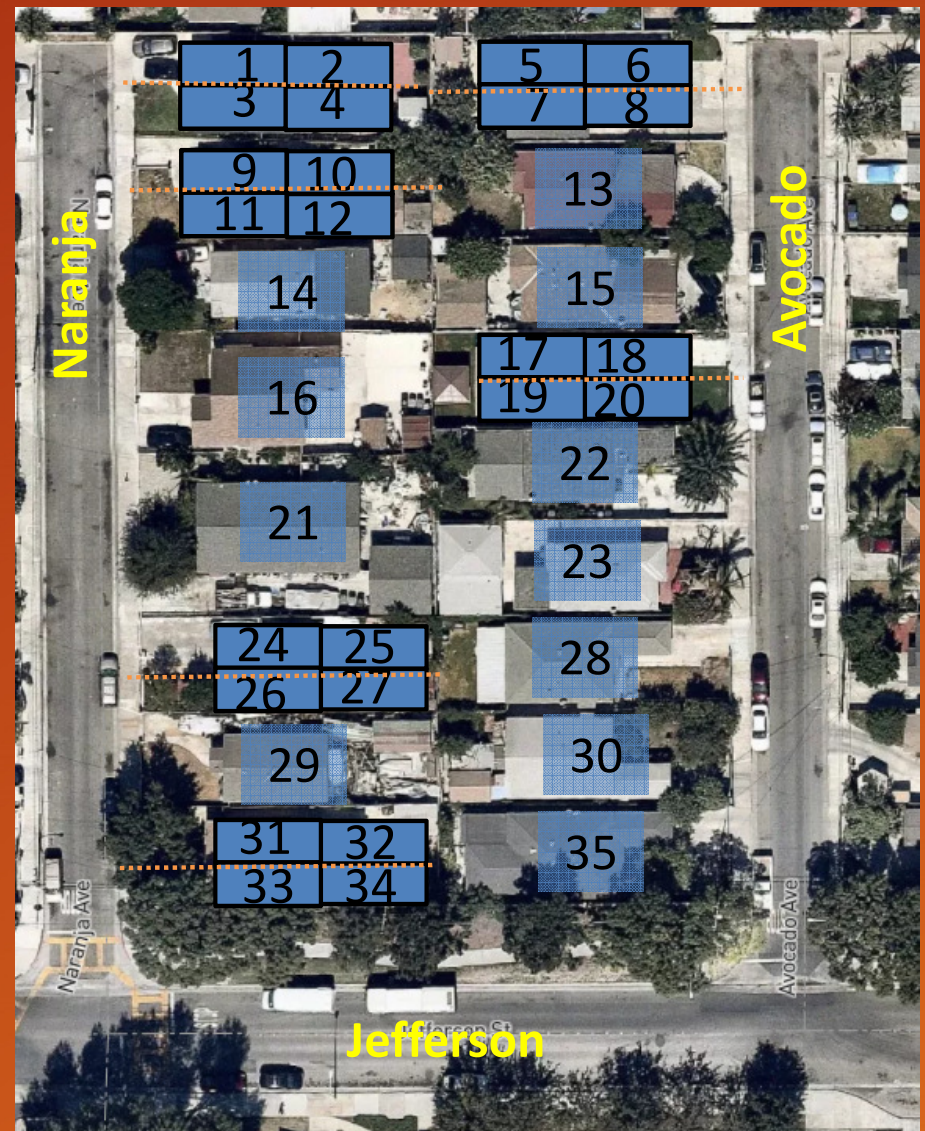
Brenda Olmos
Mayor

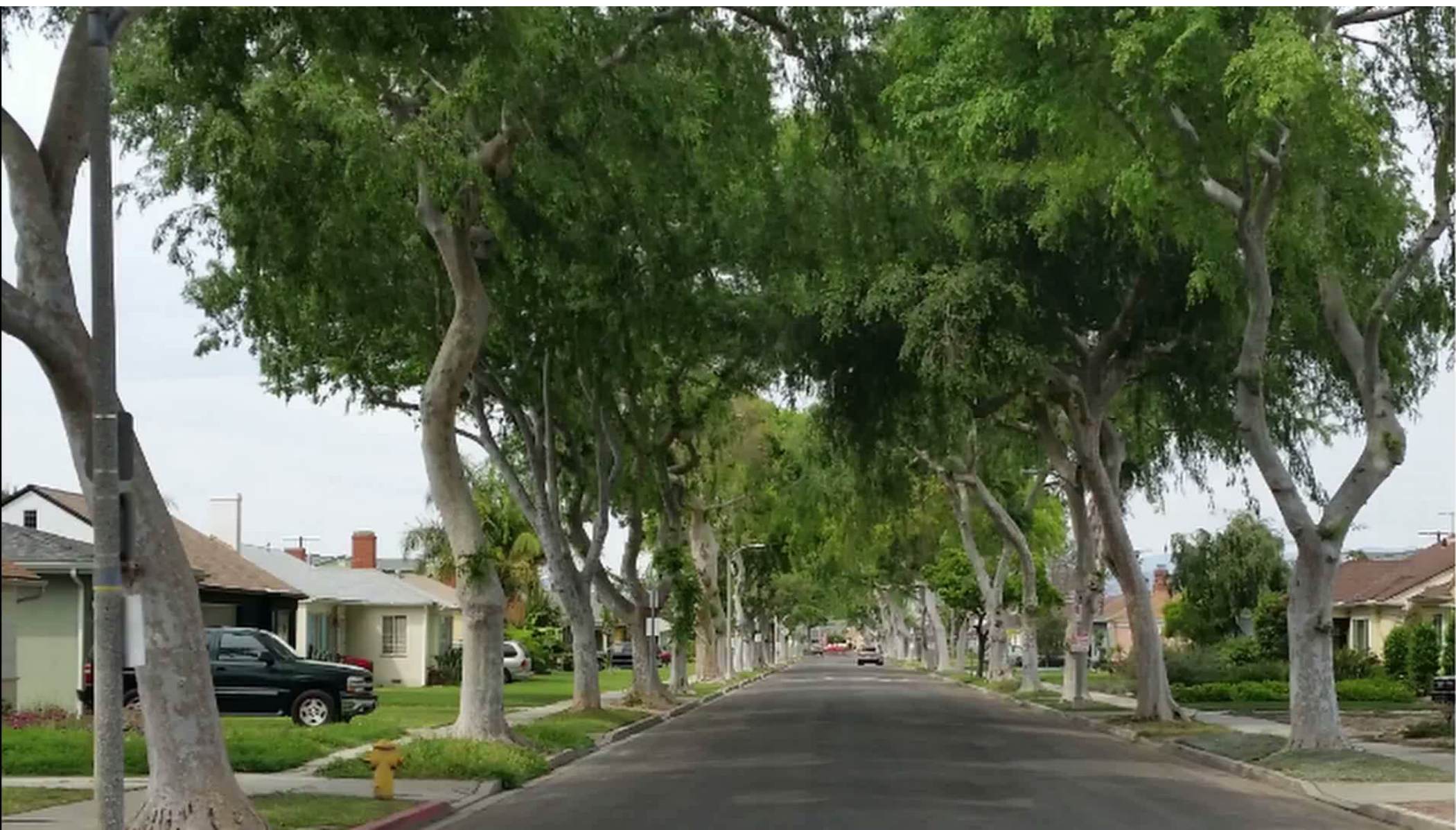
cc. Honorable Assembly Speaker Anthony Rendon, 63rd District
Honorable State Senator Lena Gonzalez, 43rd District
Kristine Guerrero, League of California Cities

ITEM NO.8



CITY OF PARAMOUNT







Recommendation

Receive and file

ITEM NO.8



CITY OF PARAMOUNT



Senate Bill No. 9 and Senate Bill No. 10

City Council
October 19, 2021

ITEM NO.8

 CITY OF PARAMOUNT



Appointment of a Public Safety Commissioner

ITEM NO. 9



CITY OF PARAMOUNT



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Comments/Committee Reports



CITY COUNCIL MEETING

October 19, 2021



BRENDA OLMOS
Mayor



**VILMA CUELLAR
STALLINGS**
Vice Mayor



ISABEL AGUAYO
Councilmember



LAURIE GUILLEN
Councilmember



PEGGY LEMONS
Councilmember

Adjournment