North Paramount Gateway Specific Plan

FINAL October 29, 2021

NORTH PARAMOUNT GATEWAY

PARAMOUNT THE CITY Safe, Healthy, and Attractive

SCAG INNOVATING FOR A BETTER TOMORROW

GRUENASSOCIATES ARCHITECTURE PLANNING INTERIORS LANDSCAPE

HR&A

JMC² ENGINEERING

GENERAL TECHNOLOGIES & SOLUTIONS

North Paramount Gateway Specific Plan

ACKNOWLEDGMENTS

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1.0 Introduction

1.1 PROJECT BACKGROUND & CONTEXT

1.1.1 PROJECT AREA & LOCATION

Approximately five square miles in size, largely surrounded by four major freeways, and adjacent to the Los Angeles River, the City of Paramount has over 50,000 residents and 3,000 businesses. Paramount Boulevard is the primary north-south major arterial through the City. At the north-central portion of the City, on each side of Paramount Boulevard are two specific plan areas as adopted by the Paramount City Council in 1987 – (1) Clearwater North on the west side of Paramount Boulevard and (2) Howe/Orizaba on the east side of Paramount Boulevard – totaling approximately 69 acres. Both specific plans focused on high density housing opportunities, but a voter-approved initiative in 1988 capped housing density for new construction to 22 units per acre, thereby rendering the specific plans largely irrelevant.

The intent of this project is to combine the two specific plan areas into a single North Paramount Gateway (NPG) Specific Plan, slightly expand the plan area to incorporate additional key parcels along Paramount Boulevard, and develop a contemporary, "user-friendly" plan that provides long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT), supports sustainability efforts such as sustainable design, promotes community health and well-being, and strengthens the economic vitality of businesses and individuals. The project is a collaborative process between the City of Paramount, the Southern California Association of Governments (SCAG), the Consultant Team (which consists of Gruen Associates, HR&A Advisors, JMC2, and GTS), and the Paramount community.

The specific plan area (SPA) for the NPG is in the northern portion of the City of Paramount and is generally bounded by the Paramount/South Gate city border and Howe Street to the north, the Metro/Union Pacific railroad to the west, Rosecrans Avenue and Pacific Electric railroad right-of-way to the south, and Anderson Street to the east. The precise boundary of the SPA is mapped in Figure 1.1.

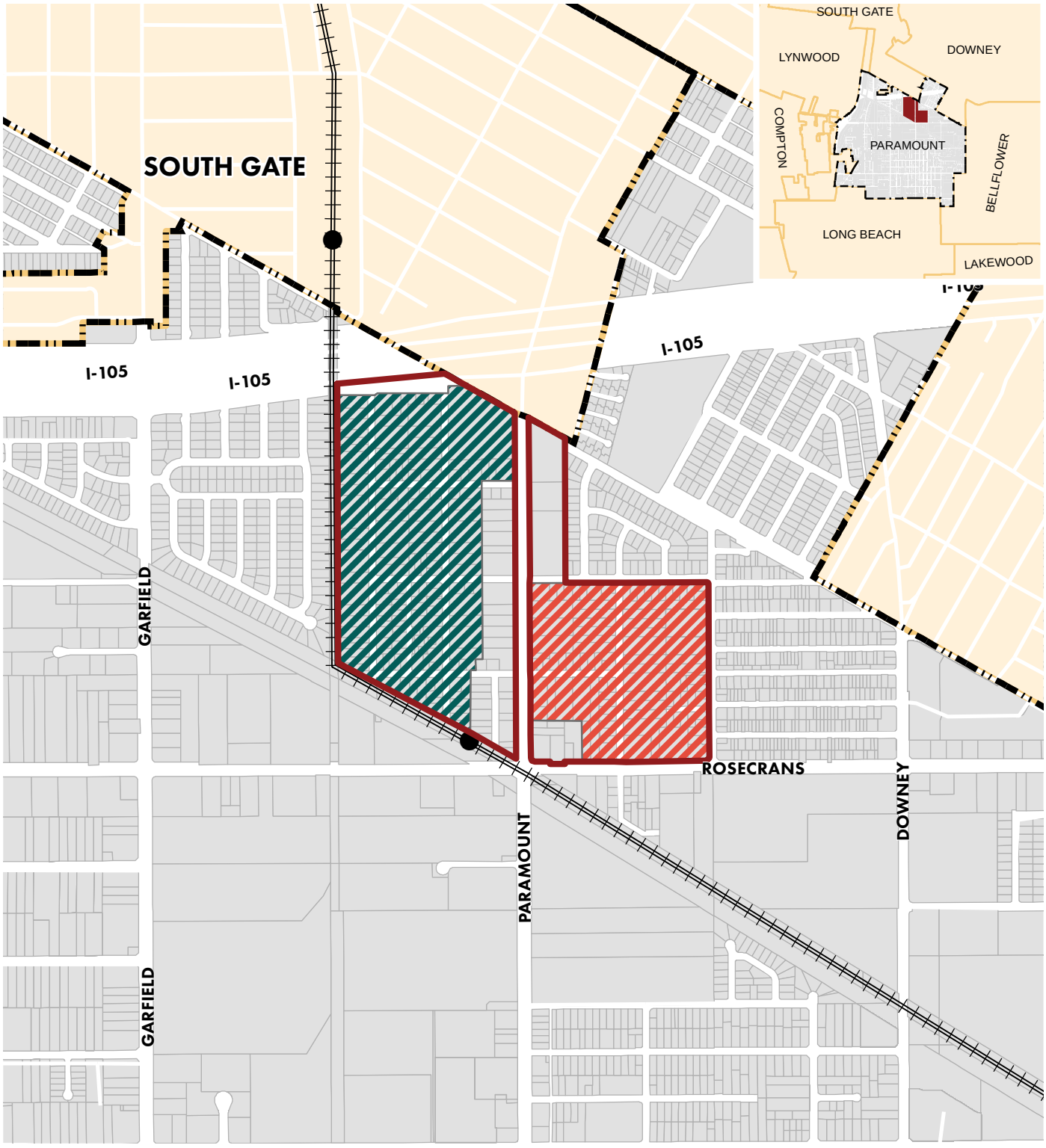
1.1.2 PURPOSE

Cities experience economic growth and physical change over time, and individual neighborhoods often experience change at unique rates when compared to the City as a whole. The City's General Plan provides policy guidance for the entire City's development, and the built environment is directly guided by the zoning code and other municipal standards. A Specific Plan becomes a critical tool to address the unique needs and conditions of smaller subareas within a city to create new neighborhoods or refurbish and reshape older neighborhoods, while still allowing the zoning standards to manage routine changes to the use of existing buildings. A Specific Plan is a zoning tool that allows a clear and specific vision for the future of an identified study area that enables the City and property owners to reshape the public and private realms according to that vision. Specific Plan visions are refined from discussions between community stakeholders and City officials.

This Specific Plan will aid the City of Paramount to plan for and guide the City's future to capitalize on the forthcoming West Santa Ana Branch (WSAB) light rail transit station to be located near the Paramount/Rosecrans intersection, stimulate new private investment, and ultimately build upon the existing neighborhood fabric to create a transit-oriented district with an expanded and broadened housing stock and new employment opportunities. This is accomplished by updating existing and creating new land use, public realm, and infrastructure goals and policies set forth by the Howe/Orizaba and Clearwater North Specific Plans, and other goals and policies outlined in the Paramount General Plan and Municipal Code.

This Specific Plan's Land Use Plan will replace the current zoning standards for the study area with customized standards designed to deliver development consistent with the City's and community's integrated vision. The Specific Plan will have comprehensive design standards for the built environment including streets and open space in the SPA, along with implementation and financing recommendations to provide property owners the appropriate context for

FIGURE 1.1 - NORTH PARAMOUNT GATEWAY SPECIFIC PLAN AREA



Map by: Gruen Associates; Data Sources: City of Paramount, SCAG

understanding the potential reinvestment of their properties, while minimizing displacement.

The Specific Plan will provide a road map for growth in the study area for at least the next 25 years, until the year 2046 and beyond. The provisions of this Specific Plan are in conformance with the goals and objectives of the 2007 General Plan. This Specific Plan proposes a wide range of policies, programs, and projects, some with short-term horizons—within the next 10 years—that can attract immediate financing, while others are visionary in nature, may not be practical or may be too expensive to implement in the short term, and consequently may not be implemented for 20 years or longer. Please see Chapter 7.0 for more information.

ILLUSTRATIVE/GUIDELINES VS. MANDATORY STANDARDS

This Specific Plan is comprised of four principal sections, a vision (Chapter 2.0), the land use plan and development standards (Chapter 3.0 and 4.0), the mobility and infrastructure plans (Chapter 5.0 and 6.0), and implementation strategy (Chapter 7.0).

- **Chapter 2.** The vision illustrates the City's and community's broad goals for the SPA over the next 25 years. These goals reflect community input that has been received at various community outreach events, the City interagency meeting and reviews by City staff, and Planning Commission and City Council meetings. Accordingly, specific projects presented and described in Chapter 2 are not mandatory, are purely illustrative, and should be viewed as guidelines. For example, a property that is shown to be developed in diagrams is not required to develop in that manner and may never develop, while a property not shown with illustrative development may develop in the future.
- **Chapters 3 and 4.** The land use plan and development standards ensures that private development occurs according to the community's vision and replaces the relevant portions of the previous zoning code for all properties within the Specific Plan study area. The provisions pf the land use plan and development standards area mandatory.
- **Chapters 5 and 6.** The mobility plan describes publicly-funded capital improvement projects identified by the vision. The infrastructure plan provides an overview of existing and planned infrastructure facilities, as well as outlines recommended infrastructure upgrades for the SPA based on the projected infrastructure needs of the build-out of the SPA. Certain projects identified may move forward while others may not. Ultimately it is up to the City, and the community, to decide which projects move forward and when. Thus, like the Vision, the mobility and infrastructure strategies should be viewed as guidelines.
- **Chapter 7.** The implementation plan describes potential phasing and financing mechanisms for the projects identified in the mobility and infrastructure plans.

1.1.3 PLAN AUTHORITY

The California Government Code authorizes cities to adopt Specific Plans under Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans may be adopted by resolution, becoming policy, or by ordinance, becoming regulation. Public hearings before the Planning Commission and City Council are required before adoption.

The North Paramount Gateway Specific Plan is a regulatory plan for all properties within the SPA. Development plans or agreements, tract or parcel maps, or any development of land use approval requiring ministerial or discretionary actions must be consistent with the Specific Plan which itself is consistent with the General Plan.

When adopted by City ordinance, the Specific Plan serves a Planning and regulatory function. It implements the Paramount General Plan, contains applicable land use regulations, and constitutes zoning for the NPG SPA.

The Taback Building at Jackson Street and Paramount Boulevard

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

Roadium Drive-in later Paramount Drive-in

1.2 RELATIONSHIP TO OTHER PLANS

1.2.1 GENERAL PLAN

The City of Paramount adopted the current General Plan in 2007. The General Plan is applicable to every parcel within the City and includes several elements which regulate policies across the City including but not limited to the Land Use Element, Housing Element, Transportation Element, Health and Safety Element, and Environmental Justice Element.

The General Plan is the overarching policy document for the City and all land use and mobility regulations must comply with its provisions, as mandated by California state law. The NPG Specific Plan is generally consistent with the intent, goals, and policies of the Paramount General Plan.

1.2.2 HOWE / ORIZABA CLEARWATER SPECIFIC PLANS

The Clearwater North and Howe/Orizaba Specific Plans were adopted in April 1987 and cover an area of approximately 69 acres on both sides of Paramount Boulevard north of Rosecrans Avenue. The two specific plans cover the majority of the study area for the North Paramount Gateway Specific Plan. The two specific plans envisioned both medium-density and high-density residential areas, with a maximum density of 70 dwelling units per acre (du/ac). Since the passage of Proposition FF (see below), the medium- and high-density zones applied by the specific plans have been replaced with a lower-density zone to comply with the Proposition's imposed citywide maximum density cap at 22 du/ac.

The North Paramount Gateway (NPG) Specific Plan combines these two existing specific plan areas as well as additional parcels along Paramount Boulevard north of Rosecrans Avenue. The NPG Specific Plan completely replaces and supersedes both the Clearwater North and Howe/Orizaba Specific Plans.

1.2.3 PARAMOUNT MUNICIPAL CODE

The Paramount Municipal Code (PMC) implements the General Plan through citywide and zone-specific regulations. Title 17 of the PMC includes conventional zoning regulations as well as the codified Howe/Orizaba and Clearwater North Specific Plans (Chapter 17.84).

CHAPTER 17.20 (PROPOSITION FF)

A voter initiative, Proposition FF, was passed in 1988 and codified into the PMC as Chapter 17.20 to limit new multiple-family housing construction to 22 du/ac with exceptions for senior housing, which may develop at 70 du/ac.

1.2.4 2014 HOUSING ELEMENT AND 2021 UPDATE

The Housing Element provides an overview of the existing housing and household characteristics for the City of Paramount and provides strategies to meet the City's existing and projected demand for affordable housing units. The current Housing Element was adopted in 2014 and is currently being updated.

The latest draft of the Housing Element Update (August 2021) includes several provisions which aim to ensure the City can meet the required "fair share" of affordable housing units as specified by the State of California. The update notes that Chapter 17.20's 22 du/ac cap is incompatible with California state laws regarding required density bonuses applicable to affordable housing projects. As such, the 2021 Housing Element Update includes language that requires that this NPG Specific Plan utilize density minimums and maximums that are comparable to the State's requirements.

The NPG Specific Plan is consistent with the latest draft of the 2021 Paramount Housing Element Update.

1.2.5 OTHER CITYWIDE PLANS

The NPG SPA is subject to the provisions of regional and citywide planning documents including but not limited to the Bellflower-Paramount Bicycle and Trail Master Plan (2015) and the Bellflower-Paramount Active Transportation Plan (2019). Both of these plans make a series of recommendations for all of Paramount and certain specific mobility and public realm improvements within the SPA. The NPG Specific Plan addresses these recommended improvements.

Paramount Boulevard: Landscaped Median with Signage

1.2.6 WEST SANTA ANA BRANCH PLANS

The West Santa Ana Branch (WSAB) Transit Corridor is a proposed 20-mile light rail line that will connect southeast corridor cities from Cerritos or Artesia to Downtown Los Angeles. The corridor is planned to pass through the City of Paramount adjacent to the SPA, including a station near the intersection of Paramount Boulevard and Rosecrans Avenue.

The NPG Specific Plan anticipates the future construction of this station as a major catalyst for the envisioned development and public realm improvements discussed in later chapters of this document. As Metro continues its planning process for the WSAB corridor, it will continue to produce plans for the areas surrounding the stations, typically within one-half to three miles from the station, that will recommend enhancements relating to the public realm and mobility for those areas including the one at Paramount/Rosecrans. The entirety of the NPG SPA is within a half-mile of the proposed WSAB Paramount/Rosecrans station.

Clearwater North Neighborhood: Traditional Multi-Family

Howe-Orizaba Neighborhood

Paramount Boulevard / Rosecrans Avenue Auto-oriented Uses

1.3 PLANNING PROCESS

1.3.1 REVIEW OF EXISTING CONDITIONS

The project Consultant Team has collected background information for the study area and summarized it in an Existing Conditions Report (ECR). Background information includes a summary of existing plans for the study area and nearby areas, an inventory of existing land uses, existing transportation/mobility options, existing densities, existing streetscape, underutilized land, infrastructure constraints, and other aspects of the built environment. The ECR concludes with an assessment of issues, opportunities, and constraints associated with the SPA, the City, and the surrounding region in terms of development and circulation feasibility. The information summarized in the ECR was used in later reports for this project, as well as the preparation of the final Specific Plan document.

1.3.2 PRELIMINARY REPORTS AND STUDIES

Findings from the ECR were used to inform a series of reports which assessed the SPA's potential for future development and public realm and infrastructure improvements. The purpose of each report is summarized briefly below:

WORKBOOK OF LAND USE CONCEPTS

The Land Use Workbook was a report which served as a guide for determining the appropriate types and arrangements of land uses in the SPA and as an aid for soliciting feedback at subsequent community outreach events. The Workbook included imagery and brief summaries of precedent transit-oriented developments in other cities, followed by three land use alternative scenarios representing a range of densities, open spaces, and land uses. The final land use plan proposed in this NPG Specific Plan incorporates the lessons learned from this workbook and the feedback received from the community by adopting a hybrid approach which combines the alternative scenarios into a unified medium-density scenario with specific opportunities. This hybrid approach includes the following key takeaways from this exercise, discussed in greater detail in the following sections of the Specific Plan:

- The highest-density areas in the SPA are to be concentrated at the northern and southern ends of the SPA along Paramount Boulevard.
- Land uses with active frontages are be prioritized along Paramount Boulevard and Rosecrans Avenue near the proposed WSAB station.
- The parcels along Paramount Boulevard south of Rose Street, near the incoming transit station, are envisioned for higher-density mixed-use.
- Generally, much of the residential areas on either side of Paramount Boulevard remain at a comparable existing zoning designation.

MARKET STUDY

A market study was conducted which analyzed the current mix of residential, retail, and office land uses within the SPA to identify gaps in service and plan for future growth. To analyze supply, the study used industry-recognized real estate market data to analyze the current and historic performance of residential, retail, and office land uses in the SPA against City and County benchmarks. Using supply data, market realities, and projected growth, the study then modeled the current and future (2045) demand and unmet need for new and/or repurposed residential, retail, and office space. Table 1.1 summarizes the SPA's projected demand for key land uses:

Table 1.1 - Market Study Findings: 2045 Demand

Land Use	Unit of Measure	Projected Demand Estimate	
		Low Estimate	High Estimate
Residential	dwelling units	200	350
Retail	square feet	16,000	21,750
Office	square feet	39,379*	42,400*

Source: HR&A, 2021

** includes 34,687 square feet of existing unmet demand*

PARKING AND MOBILITY NEEDS ASSESSMENT

The Parking and Mobility Needs Assessment document built on the findings from the ECR to assess the parking and multi-modal transportation needs assessment for the SPA. It included parking and transit-oriented development (TOD) considerations followed by a diagnosis of active transportation modes, transit and vehicular modes as well as opportunities and challenges relating to these items.

1.3.3 PUBLIC OUTREACH

The Project Team conducted a series of public outreach efforts to solicit feedback from the community regarding different approaches to improving the SPA. The Project Team staffed an information booth at three major City events on the following dates:

- Friday Night Farmer's Market: May 7th, 2021
- Summer Concert Series: July 15th, 2021
- Farmer's Market: August 6th, 2021

At each event, the Project Team presented to the public the preliminary project goals and findings from preliminary reports such as the ECR, the Land Use Workbook, the Market Study, and the Parking and Mobility Needs Assessment. The Project Team presented both informational boards as well as interactive boards where participants could apply stickers to indicate their favorability towards the various findings and policy approaches presented.

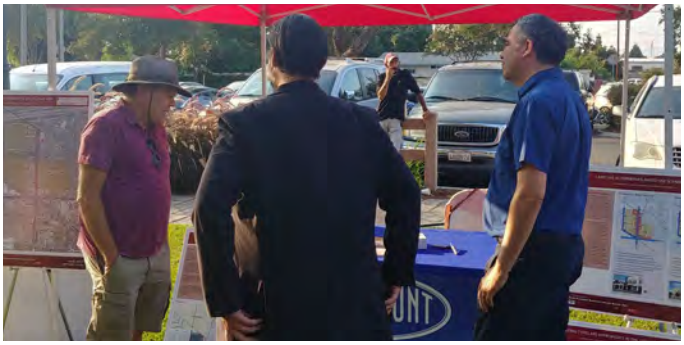
The community outreach events were supplemented with an online community survey. The goal of the survey was to solicit feedback on what the community feels are the underlying issues for the NPG SPA, including its challenges and needs.

In addition, the Project Team presented the draft NPG Specific Plan at a community engagement event on September 25, 2021 to collect additional feedback. Feedback received at the event was incorporated into the final Specific Plan document.

1.3.4 NEXT STEPS AND ADOPTION

The Project Team presented the Draft Specific Plan to the Planning Commission and City Council (on October 12 and October 19, 2021 respectively). Both bodies unanimously approved motions to receive and file the plan.

May 7th Pop Up Event



July 15th Pop Up Event

August 6th Pop Up Event

Prior to adoption, the City will prepare the necessary California Environmental Quality Act (CEQA) documentation that addresses potential impacts of the NPG Specific Plan in conformance with the guidelines set by the State of California. Completion and approval of the Specific Plan-wide environmental document would allow developments within the SPA to take advantage of CEQA's tiering and streamlining provisions to enable future projects with the SPA which conform to the Specific Plan's regulations to undergo an expedited and limited environmental review process. Once final CEQA documentation has been approved, the Specific Plan may be officially adopted by the City Council.

1.4 PLAN ADMINISTRATION

1.4.1 GENERAL ADMINISTRATION

Three basic procedures are specified for the review of projects: 1) Development Review Board/Planning Commission approval; 2) Parcel Map or Tract Map approval by the Planning Commission and City Council for any project requiring the creation of lots, including condominium projects; 3) Nondiscretionary approval for smaller additions or accessory dwelling units (ADUs).

1. Development Review Board approval shall be obtained in accordance with the provisions of Chapter 17.60 of the Paramount Municipal Code. The Board may approve, modify, conditionally approve, or deny said application.

   The Development Review Board may require additional studies or development provisions at the time of site plan review for individual projects. Recommendations may include detailed noise, vibration and/or odor studies and incorporation of specific design features to ensure compatibility between different land use types. These may include, but not be limited to:

   - Building orientation
   - Façade articulation
   - Bioswales/landscaping
   - Type of building materials used
   - Use of double paned windows
   - Additional buffering or setback standards

2. Prior to the creation of any lots, a tentative parcel or tract map shall be processed in accordance with the provisions of Title 16 of the Paramount Municipal Code. The Planning Commission may approve, modify, conditionally approve, or deny said application.

3. Nondiscretionary approval of housing projects is permitted for smaller additions or accessory dwelling units (ADUs). Such projects are subject to review by the Planning Director or designee.

4. Certificate of Occupancy for housing. No certificate of occupancy may be issued for a project required to provide affordable housing in accordance with the most recently adopted Paramount Housing Element unless a certificate of occupancy is concurrently, or has already been, issued for all restricted affordable units.

5. Affordability Covenant. A covenant guaranteeing affordability criteria for a minimum of 55 years from the issuance of a Certificate of Occupancy and acceptable to the City Attorney shall be recorded with the Los Angeles County Recorder.

1.4.2 AMENDING THE PLAN

REQUIREMENT AND PROCEDURES

This plan may be amended at any time in the same manner and process by which the plan was originally adopted. An amendment or amendments shall not require a concurrent General Plan amendment unless by determination of the Planning Director, the General Plan goals, objectives, policies, or programs would be substantially affected by the proposed change.

MINISTERIAL ACTION

The addition of new information to the Specific Plan that does not change the effect of any concepts or regulations may be made administratively by the Planning Director, subject to appeal to the Planning Commission.

2.0 The North Paramount Gateway Vision

2.1 THE SPECIFIC PLAN AREA TODAY

2.1.1 DEMOGRAPHICS AND POPULATION

The NPG SPA accounts for 12% of the City of Paramount's population and has a population growth rate (4% annually) which outpaces that of the City as a whole (0.2% annually). The SPA has a relatively even population distribution amongst the age groups of 0-17 years, 18-34 years, and 35-64 years, and has a relatively lower proportion of senior persons aged 65 years and over (5%) when compared to the rest of the City (7%).

The SPA is home to middle-income communities comprised of mostly renters (79% of households) with median annual household incomes of $59,000, which is higher than the City's median of $53,000. Since there are few jobs within the SPA, the vast majority of residents commute to other areas in the City and beyond for work. Even before the arrival of the WSAB station, which is anticipated to serve residents working in downtown Los Angeles which is the second largest commuting destination for current SPA residents, SPA households own fewer cars on average and commute to work more often than the average household in the City.

2.1.2 LAND USE

The SPA is generally comprised of three land uses: single-family residential, multi-family residential, and commercial. The majority of the SPA is characterized by multi-family residential developments in the neighborhoods on either side of Paramount Boulevard which are on average a higher density than the 22 du/ac cap. According to a residential inventory analysis conducted by Project Team member HR&A (March 2021), there are 1,707 residential dwelling units in the SPA, most of which are rentals. There are some commercial uses along Paramount Boulevard and Rosecrans Avenue, however there are medium-density residential parcels along these streets as well. The businesses within the study area represent a range of general commercial uses including retail, restaurants, and professional offices. Throughout the SPA there are very few vacant parcels.

2.1.3 URBAN DESIGN

Many of the multi-family buildings built in the 1970s and 1980s along Paramount Boulevard are inward looking and do not activate the street. Auto-oriented retail along Rosecrans often includes surface parking and limited landscaping. Several buildings along major corridors have blank walls, little to no vegetation, limited windows, and sidewalk-adjacent parking lots. These characteristics do not reinforce a positive pedestrian experience. Portions of Paramount Boulevard do have large street trees and 15 foot-wide sidewalks/parkways which with additional improvements could foster excellent pedestrian connections. In addition, many of the residential streets are tree-lined and have landscaped parkways and sidewalks.

2.1.4 MOBILITY AND PUBLIC REALM

The two primary roadways in the SPA are Paramount Boulevard for north-south travel and Rosecrans Avenue for east-west travel, both of which are classified as major arterials by the General Plan. Paramount Boulevard provides north-south connectivity across the City and connects the City to the I-105 freeway and the regional freeway system as well as the cities to the north and south of Paramount. Rosecrans Avenue provides east-west connectivity within Paramount and to the adjacent cities spanning from Norwalk in the east to Manhattan Beach to the west. Both arterials, as well as many of the other local streets in the SPA, have on-street parking on both sides of the roadway.

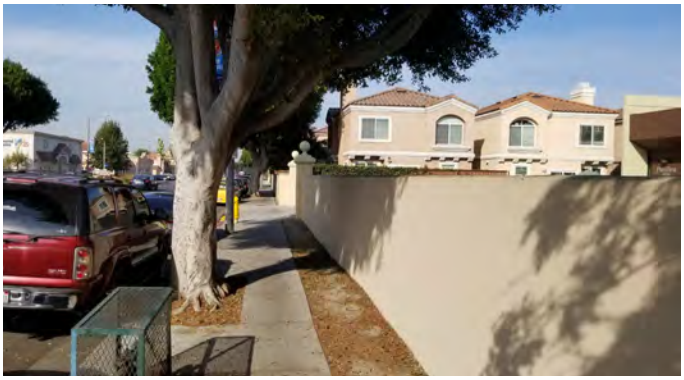
The SPA does not include any public parks, however there are three community parks located within a 1/2 mile of the SPA: Hollydale Community Park, All American Park, and Paramount Park.

Paramount Boulevard

Multiple family development

Orizaba Avenue

Typical retail with street-facing off-street parking



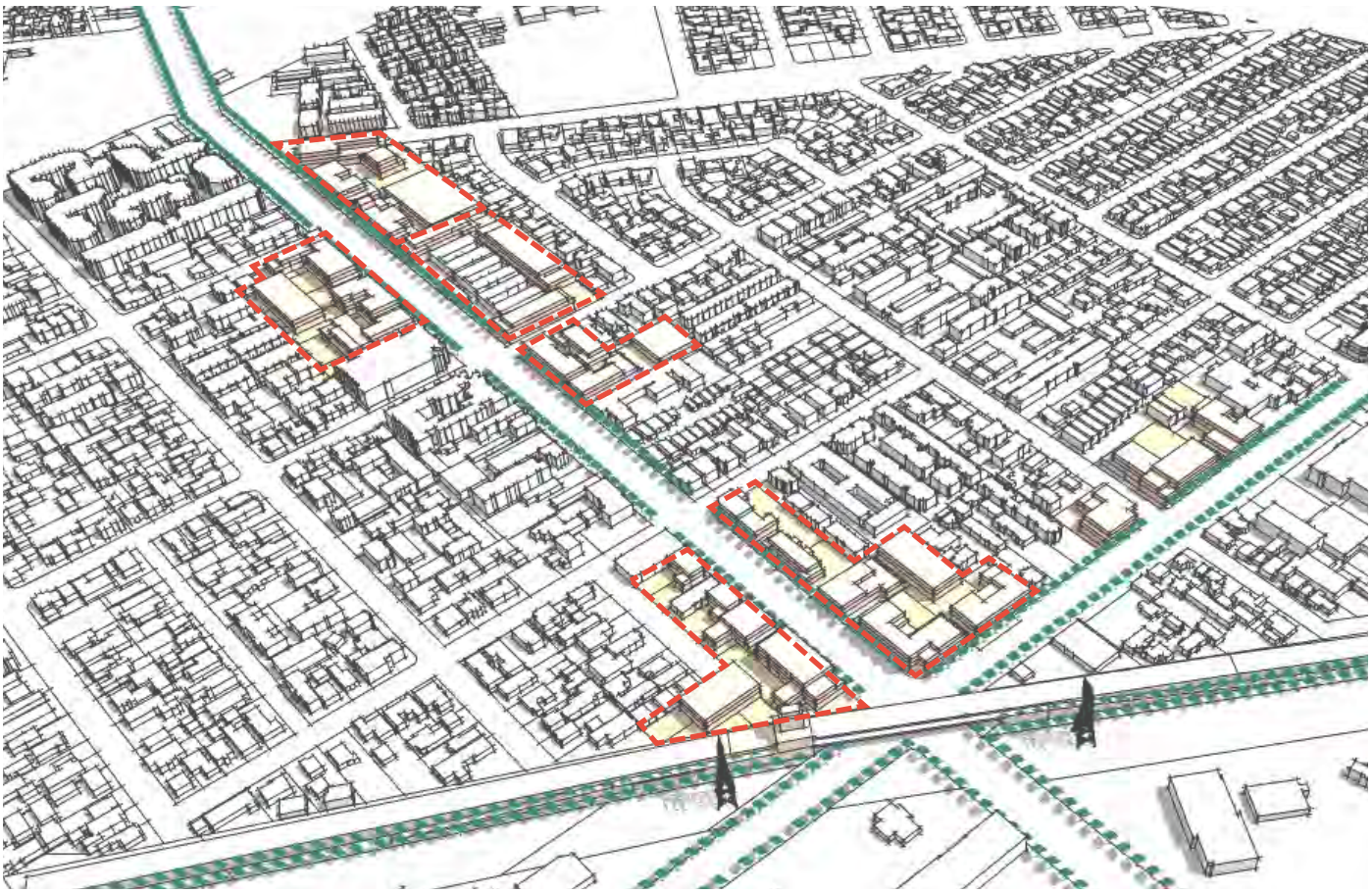
Residential uses with blank walls that limit pedestrian realm

WSAB Rail Right-of-Way: Paramount Park-Adjacent

McClure Avenue

2.2 VISION & GUIDING PRINCIPLES

FIGURE 2.1 - ILLUSTRATIVE VISION BUILDOUT DIAGRAM



The Specific Plan area will be walkable, accessible, well-connected, and provide recreational, shopping, cultural, and housing opportunities and other key amenities that will support activity throughout the day.

- North Paramount Boulevard will become a unifying corridor that provides a gateway between the local community fabric (Clearwater North and Howe/Orizaba specific plan areas), new development at and neighboring the future Paramount/Rosecrans light rail station, Downtown Paramount, and the region at-large.
- The Paramount/Rosecrans light rail station will serve as a multi-modal hub for the surrounding communities.

2.2.1 GUIDING PRINCIPLES

To realize the vision for the project area, the guiding principles listed below inform the project goals detailed in the following section.

- Encourage focused growth strategies along Paramount Boulevard near the I-105 and the Paramount/Rosecrans station that preserve a majority of the existing lower-density neighborhoods, and allow for intensification along Paramount Boulevard and Rosecrans Avenue to support the use of transit without contributing to overcrowded conditions.
- Reinforce and enhance existing commercial corridors through the introduction of new building types, a mix

of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.

- Develop a phased approach to development that allows for the highest and best use of transit-oriented development (TOD) sites.
- Address connectivity/mobility issues, at a high level, that go beyond the Specific Plan's study area such as connecting to Downtown Paramount to the south, South Gate to the north, neighboring transit such as the light rail station at the C Line (Green Line), and other destinations.
- Use complete street approaches for the design of existing and new streets that balance the needs of pedestrians, cyclists, and vehicles.
- Strengthen bicycle and pedestrian connections to the proposed stations and the regional bike and park system.
- Address longstanding environmental justice issues by creating new public amenities, improving air quality through reduced congestion and lower car use, building high-quality, affordable housing, and connecting residents to quality jobs through transit and active transportation investments, all of which contribute to a reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Respect the existing character and scale of adjacent low-density housing.
- Promote a diverse housing stock with products that are offered at a wide range of sizes and affordability.
- Provide strategies for introducing new open space and recreational opportunities for neighborhood residents in new developments.
- Close to the Paramount/Rosecrans station, consider reduced parking ratios that discourage the use of private vehicles.
- Ensure that new housing developments are well connected to the station through wide, clear sidewalks, bicycle lanes, and amenities such as convenient bicycle storage.
- In all project disciplines, consideration needs to be given to how Covid-19 may affect the Specific Plan's regulatory framework. High level strategies should be identified to give the City tools for growth, order, and a sense of normalcy under uncertain future conditions.
- Ensure consistency with current and previous planning efforts such as the forthcoming Clearwater East Specific Plan Update, The Paramount/South Gate Station Area Vision Plan, the WSAB Corridor Transit-Oriented Development Strategic Implementation Plan (WSAB TOD SIP), and SCAG's Connect SoCal Plan.

Building faces contribute to the character of the public realm

Wide sidewalks create active streetscapes

2.3 GOALS AND OBJECTIVES

2.3.1 LAND USE

A majority of the SPA is comprised of existing multi-family residential developments where this Specific Plan proposes no land use interventions since these areas already feature land uses and densities complementary to the project vision. This will preserve the existing character of the neighborhoods. Much of the multifamily housing built in the SPA range from roughly 30 to 60 du/ac, which is a level adequate to support high transit ridership.

New development to support the proposed vision will be concentrated primarily along Paramount Boulevard and Rosecrans Avenue and will not change the continued daily activities of residential areas within the SPA. Paramount Boulevard has a number of large, underutilized sites along the corridor's eastern edge that present significant redevelopment opportunities. Auto-oriented commercial along the north side of Rosecrans Avenue offer an opportunity for lower density mixed-use projects. For both of these corridors the following goals prioritize redeveloping surface parking lots, underutilized and vacant land, and older commercial areas as retail, restaurants, office, high quality medium and high-density housing in a range of unit typologies, other job-generating activities, entertainment and public gathering spaces.

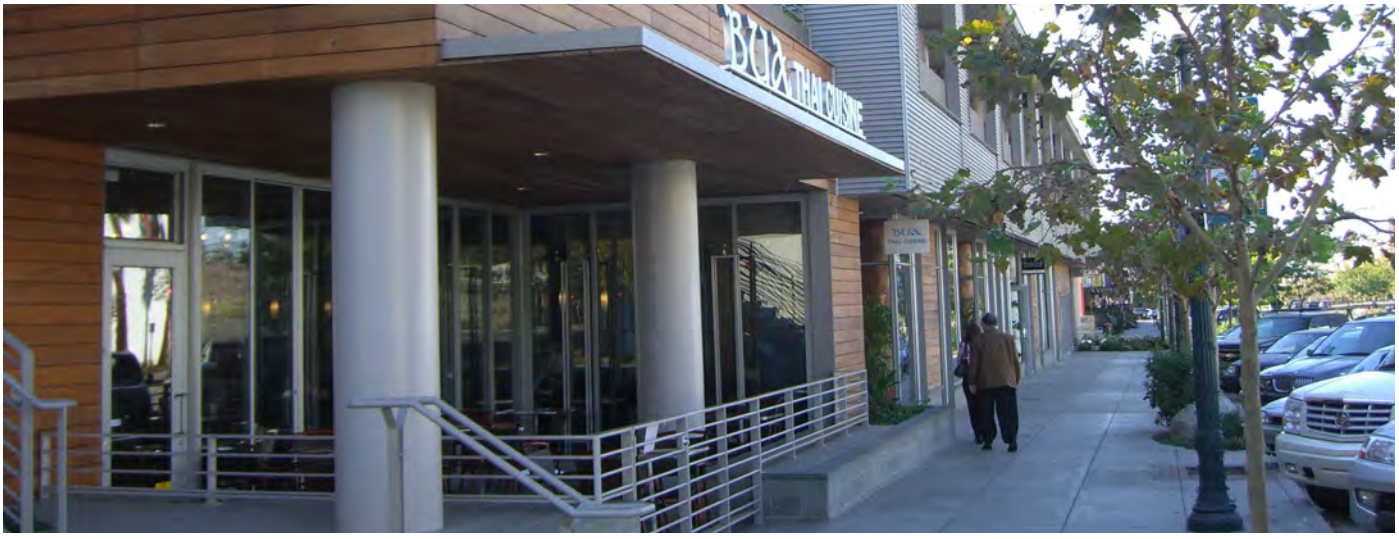
COMMERCIAL

Goal 1.1: Extend the Downtown Paramount area north to Rosecrans Avenue along Paramount Boulevard

- Cluster commercial uses and activity near the Paramount/Rosecrans intersection.
- Permit convenience retail in mixed-use structures that are close to the Paramount/Rosecrans intersection.

Goal 1.2: Increase the amount, variety, and quality of commercial uses (i.e. restaurants, retail, office, and hotel) along major streets in the SPA

- Locate new retail in clusters at key intersections to maximize the success of businesses and tenants. Intersections of focus include: Paramount/Pearle, Paramount/Howe, Paramount/Rose, Paramount/Rosecrans, and Rosecrans/Orizaba.
- Permit neighborhood-serving community services such as a grocery store/access to fresh food, a food hall, and other commercial opportunities that will serve to fill in gaps upon likely redevelopment of the Swap Meet.



Commercial buildings with retail on the first floor and housing upstairs, or offices and live/work spaces.

RESIDENTIAL

Goal 1.3: Increase the supply of housing units in the SPA to address concerns for overcrowding

- Allow for the intensification of housing along Paramount Boulevard and Rosecrans Avenue in standalone or mixed-use structures.
- Convert commercial zones along Paramount Boulevard and Rosecrans Avenue into mixed-use zones to allow existing buildings to include dwelling units to achieve live/work conditions.
- Introduce requirements which encourage Inclusionary Housing (affordable housing) for future development.

Goal 1.4: Develop focused land use vision and implementation plan that responds to current density restrictions (22 du/ac)

- Identify key locations for modest residential projects before housing density limits can be strategically modified for allowing higher density at specific areas.
- Remove barriers to lot consolidation of adjacent residential parcels to accommodate medium-density residential in the long-term.
- Introduce design and development standards which permit a variety of "missing middle" housing types (i.e. duplexes, triplexes, courtyard apartments, etc.) that fit within the existing medium-density context while adding significant intensification to support the use of transit.
- Permit residential developments in the SPA to exceed the 22 du/ac maximum density if they provide publicly accessible community amenities in the SPA and affordable housing.

MIXED-USE

Goal 1.5: Develop Paramount Boulevard and Rosecrans Avenue as attractive corridors in support of vibrant mixed-use within close proximity to the future light rail station

- Permit the highest density of uses along Paramount Boulevard and Rosecrans Avenue to support higher density, mixed-use projects could be located at these intersections: Pearle Street, Howe Street, Rose Street, Orizaba Street.
- Permit infill developments with vertical and horizontal mixed-use structures consisting of office uses, multi-family residential, neighborhood serving retail, and entertainment uses on existing underutilized land.
- Zone existing auto-oriented retail sites along Paramount Boulevard and Rosecrans Avenue for mixed-use.

Goal 1.6: Grow job opportunities within the SPA in anticipation of likely Swap Meet redevelopment

- Allow for employment focused mixed-use projects near the I-105 Freeway.
- The Swap Meet site is likely to take up a high demand for residential units, which is acknowledged in how the Specific Plan addresses affordability in the residential areas.

Neighborhood- and commuter-serving mixed-use including a café/market, newsstand and a bicycle shop and housing.

» Identifying an employment focused mixed-use node will also be critical to providing local residents, many of whom work at the Swap meet, transitional opportunities for employment and living locally.

PROHIBITED/PERMITTED USES

Goal 1.7: Permit uses which are compatible with a walkable, transit-oriented community and prohibit uses which are auto-oriented

- New uses prohibited include drive-through businesses; warehousing and storage facilities, standalone vehicle repair and service.
- Permanent and architecturally compatible retail kiosks and wireless computer services may be permitted in outdoor plaza/public gathering spaces.
- The ground floor frontage of major streets should be devoted to retail, restaurants and other pedestrian friendly uses. The following commercial uses are encouraged on the ground floor frontage in order to generate pedestrian activity: residential lobbies, gyms, groceries and other food stores, cafes, tea shops, restaurants, bookstores, floral shops, bakeries, retail shopping, commercial recreation and entertainment spaces, personal and convenience stores, travel agencies, barber or beauty parlors, childcare facilities, art galleries and stores, professional offices, and other uses determined by the City as appropriate.
- Live/Work units with working space at the ground floor would be permitted at select locations.
- Shallow sites east of Orizaba along Rosecrans Avenue may be more appropriate for attached townhomes or retail.

2.3.2 URBAN DESIGN

Placing buildings or active open space close to the sidewalk with parking in the rear will create a lively pedestrian-friendly environment. Parking structures can be lined with development to avoid unfavorable pedestrian sidewalk conditions. The Specific Plan will include urban design strategies that reinforce and enhance the existing building stock by responding to land use, scale, architectural character, and time period, with block patterns comprised of diverse building types and unifying streetscapes.

Goal 2.1: New development projects should activate the ground plane

- New buildings should feature active uses, transparency through large expanses of glass and windows, privately-owned, publicly-accessible open space, and landscaping that encourages pedestrians to walk further.
- For an active street frontage along major corridors, promote live-work units along Paramount Boulevard and Rosecrans Avenue in areas not well suited for retail activity.
- For multi-family buildings, locate community rooms, gyms, offices, and other active uses along the street.
- For retail and commercial buildings, locate building

Live-Work units enhances active commercial frontage

Open space reinforces transit-supportive uses

entrances along the primary street.

- Activate the ground plane through overhead signage, awnings and canopies, louvers, benches, and landscaping.
- Encourage the use of balconies, terraces, amenity decks, and other open spaces.

Goal 2.2: Create visually interesting, pedestrian-oriented streetscapes with new "build-to-line" development along major streets

- Reduce or eliminate setback requirements along major streets.
- Locate buildings close to the sidewalks so that the public realm is not separated from the sidewalk by parking in the mixed-use areas.
- A minimum width of the pedestrian realm is required along the frontage of commercial, residential, and mixed-use projects.
- Landscaping to be provided at the front of properties.
- Include design standards which encourage "360° design" so that all sides of a building are visually interesting.

Goal 2.3: Ensure that housing developments are well designed and in keeping with the community character

- Preserve, maintain, and enhance the adjacent low-density housing fabric while introducing higher-density opportunities that respects and responds to the existing character and scale.
- Require new development to incorporate materials and colors that fit existing character.
- Require larger new development to include articulation to ensure visual interest.
- Place height requirements that transition building heights from denser developments along Paramount Boulevard to lower density residential on the periphery and outside of the SPA.

2.3.3 MOBILITY AND PUBLIC REALM

Access to the planned WSAB light rail station at the Paramount/Rosecrans intersection will be important to entice ridership. Since SPA residents commute by carpooling at double the countywide rate, there is an opportunity to create a mobility and parking strategy that balances parking facilities with transit and active transportation.

The mobility component of the Specific Plan will be multi-modal, focusing on opportunities to enhance connectivity, including safe, efficient, and accessible First/Last Mile solutions, to major destinations within and outside the SPA. Both vehicular and non-motorized modes will be evaluated, with connectivity and district parking considerations being at the center of this analysis.

In addition, the Specific Plan will include strategies to provide active public, semi-public, and private spaces along major corridors that enhance the future light rail station. Activated public places will be addressed as key

Character of the built environment integrated to the human scale in both the public and private realms

components for people to feel connected to a place and generators of a sense of community ownership.

MOBILITY AND ACTIVE TRANSPORTATION

Goal 3.1: Improve pedestrian connectivity in the SPA to support new development

- Identify infrastructure projects in the short, medium, and long-term that will be important catalysts for development in the SPA and beyond, including complete street improvements for Paramount Boulevard and Rosecrans Avenue.
- Create pedestrian connections through superblocks along Paramount Boulevard.
- Identify Paramount Boulevard/Rosecrans Avenue intersection pedestrian improvements such as:
  - » Gateway feature and plaza
  - » Traffic-calming measures
  - » Wayfinding signage and other placemaking signs placed in landscaped medians
  - » High visibility crosswalks at all intersections along Paramount Boulevard
  - » Pedestrian amenities and furniture such as street trees, lighting fixtures, waste receptacles, and improved bus shelters along Paramount Blvd and Rosecrans Avenue
  - » Pedestrian refuge islands
- Consolidate curb cuts along Paramount Boulevard that are shared among multiple projects to improve the pedestrian experience.
- Provide seamless connections between all of the uses, stores, places, public gathering spaces, parking, and activities.
- Ensure that new housing developments are connected to the station through wide, clear sidewalks, and bicycle lanes or paths, including TOD-supporting improvements/amenities such as bus shelters, bike share stations, bike parking such as racks or lockers, pocket parks, parklets, and benches.

Goal 3.2: Encourage the usage of active transportation and public transit including the future WSAB light rail

- Evaluate enhanced bike and pedestrian infrastructure along Paramount Boulevard and Rosecrans Avenue for opportunities to connect to the future light rail station area and the Los Angeles River, including key first/last mile connections to from the adjacent neighborhoods.
- Establish Paramount Boulevard as a transit priority corridor for improved transit programming and regional mobility. For context, Paramount Boulevard in South Gate immediately north of the SPA has been designated a transit priority corridor.

Goal 3.3: Provide long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT)

- Evaluate impacts of truck routes on Paramount Boulevard and Rosecrans Avenue to potentially remove

A roadside parkway and use of the sidewalk for outdoor dining

the truck route designation within the SPA.

- Evaluate impacts of reduced connectivity and parking on local streets.

Goal 3.4: Establish an effective parking strategy

- Introduce strategies, policies, and investments that aim to make more efficient use of existing parking infrastructure, while planning for new commuter parking facilities to support ridership along the WSAB line. Effective management of parking assets will be critical to preventing overflow into neighborhoods and encouraging use of more sustainable modes of transportation.
- Close to the future Paramount/Rosecrans light rail station, consider low parking ratios that discourage the use of private vehicles.
- Due to the existing crowded parking conditions, consider a parking district to address:
  - » Shared parking structures along Paramount Blvd
  - » Future commuter parking
  - » Spill-over parking from the adjacent residential areas
  - » Citywide removals of barriers to housing density limits
- Consider parking reductions or shared parking as incentives for additional development for the purpose of promoting development reuse.
- Promote dispersed parking structures to provide the convenience and ease of access that customers demand.
- Enable developers to build a shared parking structure that can be utilized by multiple development projects.

Goal 3.5: Promote easy transfers between all transit agencies serving the specific plan area

- Coordinate with Metro and bus transit providers to ensure that development of the Paramount/Rosecrans station area provides facilities for accommodating bus and shuttle transfers between rail and transit. Transit facilities should be located within a visual line-of-site of the rail station platform and connected by clearly identifiable paths.
- Work with WSAB, transit providers, and major employers to establish shuttle connections between the rail station and major destinations.

PARKS AND OPEN SPACE

Goal 3.6: Increase recreational space available in the SPA

- Promote paseos, pocket parks, plazas, and other publicly-accessible open space that connect the residential neighborhoods and future light rail station to Paramount Boulevard and Rosecrans Avenue.
- Identify, through new development projects, access to privately-funded, publicly-accessible high-quality open spaces for respite, socialization, and recreation.
- Locate active uses next to open spaces to encourage

Public parking structures screened from street and located at the rear of the parcels with convenient pedestrian access and parking

natural surveillance.

- Consider recreational space on rooftops of buildings.
- Convert underutilized areas along the West Santa Ana Branch Rail Line/Utility Corridor for a public open space amenity.
- Require developers to provide park space for developments that meet a land area threshold.

2.3.4 SUSTAINABILITY

The SPA's relatively dense urban fabric and its proximity to transit presents the opportunity to encourage growth in the City in an equitable and sustainable manner. Each component of the Specific Plan addresses topics which relate to sustainability.

Goal 4.1: Promote community health and well-being

- Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Strengthen the economic vitality of businesses and individuals, including affordable housing.
- Partner with local businesses and institutions to implement sustainability initiatives.
- Reducing inequality and promoting peace and justice for strong institutions.
- Introduce standards that reduce or limit the amount of pavement or other impervious surfaces.
- Propose site and development standards that account for stormwater management.

Goal 4.2: Support and expand existing sustainability efforts

- Incorporate guidelines and standards that prioritize sustainable design, complete streets, and new technology (e.g. energy efficient/clean energy programs).
- Adhere to SCAG's Connect SoCal's sustainability goals and programs.

Complete streets reinforces pedestrian- and sustainable-oriented design such as traffic calming, landscaping, wide sidewalks, technology, and active frontages with a mix of uses

3.0 Land Use Plan

3.1 LAND USE STRATEGY

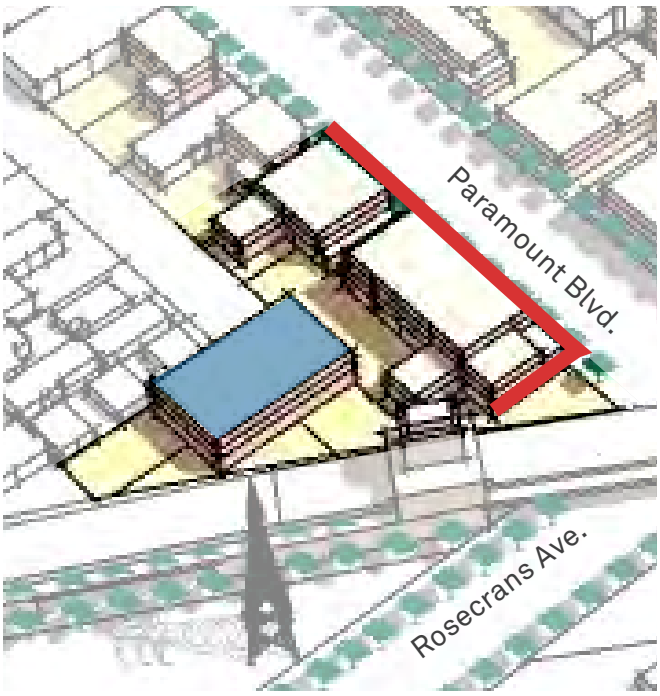
In order to identify the most suitable approach to adjusted or new land use patterns in the SPA, the Project Team completed a series of analyses of the study areas' existing conditions. One of these analyses was a Land Use Workbook which illustrated three land use buildout scenarios which incrementally applied increased density for the SPA. The three scenarios were designed to be sensitive to the restrictions of Paramount Municipal Code Chapter 17.20, which limits new multiple-family housing construction to 22 units per acre, as well as the existing densities of the neighborhood which were often between 20-40 du/ac. Scenarios also took into account the transportation and socio-economic demands for the area to propose realistic incremental change. The Project Team and the City, with input from the community, determined the land use strategy which would best suit the future of the study areas would be a hybrid of "Scenario 2: Mixed Use Core + Expanded Employment" and "Scenario 3: Mixed Use Core + Increased Housing."

This chapter details the Specific Plan's land use strategy, which expands upon the selected land use alternative scenarios and reflects feedback received on the land use scenarios as they were presented in the Land Use Workbook, to include finalized maps, lists of permissible land uses within the SPA, and applicable development and design standards.

The core elements of the Specific Plan's land use strategy include the following characteristics to implement the goals listed in Section 2.3:

- The highest-density zones are concentrated at the northern and southern ends of the SPA along Paramount Boulevard.
- Generally, parcels west of McClure Avenue and east of Orizaba Avenue are zoned for densities comparable to existing conditions (approximately 20-40 du/ac).
- The parcels north of Rose Street along the western side of Paramount Boulevard and between Rose Street and Howe Street on the eastern side of Paramount Boulevard are zoned for medium-density mixed-use.
- The parcels along Paramount Boulevard south of Rose Street and north of Howe Street on the eastern side of Paramount Boulevard are zoned for higher-density and employment-focused mixed-use.
- The existing 306-unit (approximately 66.5 du/ac) residential development at the north of the SPA on the western side of Paramount Boulevard will be zoned exclusively for housing.
- The lowest maximum density throughout the SPA is 30 du/ac as opposed to 22 du/ac to reflect the policies in the Draft Housing Element Update (2021) and in keeping with the existing development pattern. Areas zoned for higher density development allow for densities greater than 30 du/ac to incentivize the creation of affordable housing units in these areas.
- Areas which were shown in the Workbook scenarios as "public open space" are instead zoned for medium-density residential with standards that either require or incentivize the provision of publicly-accessible open space or attractively landscaped common open space.

FIGURE 3.1 - ILLUSTRATIVE CONCEPT OF HIGHER-DENSITY MIXED-USE AT THE FUTURE LIGHT RAIL STATION



3.1.1 COMMUNITY BENEFITS

Through an analysis of the existing land use patterns, projected market demands, and community feedback, several desirable primary or accessory uses were identified as "community benefits" which, if included, may help to achieve the goals and vision of the Specific Plan. Land uses identified as especially beneficial for the SPA community have been listed below as well as in Table 3.4:

- **Affordable Residential Units for Low-Income or Senior Tenants.** According to the market analysis conducted for this Specific Plan, there is considerably higher demand for affordable housing units for low-income residents than for market rate housing. In addition, California state law requires certain development standards exceptions to allowed dwelling units per acre, height, and other items for projects which provide affordable housing.
- **Youth and Senior Centers.** In addition to housing for senior persons, another commonly requested community benefit included senior centers, and similarly youth centers. These centers should offer local residents regularly scheduled programs and activities to help activate the SPA as well as provide opportunities for indoor and outdoor recreation in the area.
- **Publicly Accessible Open Space.** The SPA is lacking public park space, and as a result, privately owned and operated open space that is publicly accessible is highly desired by the community to provide areas of passive recreation.
- **Publicly Available Onsite Parking Spaces.** Parking availability was identified as a concern for residents of the SPA. While the incoming WSAB station will provide transit connectivity, the provision of publicly available parking spaces especially along Paramount Boulevard is a key community benefit encouraged for medium and larger developments.
- **Grocery Store.** One of the most commonly requested land uses for the SPA was a grocery store. Grocery stores are permitted in all mixed-use zones, and should be further incentivized within the area by being classified as a community benefit.

The development of an adopted community benefit incentives policy or ordinance is an implementation measure for this Specific Plan to provide developers bonuses to permissible height, density, floor area ratio, or other requirements including potential development fee reductions which would incentivize the inclusion of these community benefits (see Section 7.2). A sample preliminary framework for a future community benefits incentives policy is included in the Appendix.

Mixed-use Residential at 40 du/ac

Transparent Uses Activate Street Frontage

Higher-Density at a Neighborhood Scale

3.2 EXISTING ZONING DESIGNATIONS

The City of Paramount has several existing zoning designations and development standards as shown in Table 3.1. Of these existing designations, the following are applied to one or more parcels within the study area (see Figure 3.2 and Table 3.2): R-M, PD-PS, C-3, C-M. At present, all zones within the City are subject to Paramount Municipal Code Chapter 17.20, which limits residential dwelling units per acre (du/ac) to 22/du/ac which is in many cases lower than the existing conditions of parcels within the SPA. Chapter 17.20 states:

> *The multiple family designation provides for a wide variety of residential opportunities ranging up to 22 dwelling units per acre or 70 dwelling units per acre for qualified senior citizen housing. Except for a senior citizen housing development, no density, including, but not limited to, those set forth through conventional zoning, special housing opportunity area designation, Planned development with performance standard zoning or policy/regulatory specific plans shall exceed the 22 dwelling units per acre maximum.*

The current Draft Paramount Housing Element Update (August 2021) notes that California state laws require affordable housing projects be permitted to develop at densities of at least 30 du/ac, which exceeds the maximum of 22 du/acre as applied by Chapter 17.20. As such, the Housing Element Update includes action items relating to the City to either provide exceptions to Chapter 17.20 or to replace or remove the chapter.

8 units @ 20 du/ac; Source: LA Assessor, Google Images

31 units @ 37 du/ac; Source: LA Assessor, Google Images

Table 3.1 - All City of Paramount Existing Zoning Designations

Zone	Description	Maximum Density	Maximum Height	Maximum FAR
R-1	Single-family residential	22 du/ac	25 ft	-
R-2	Medium-density residential	22 du/ac	25 ft	-
R-M	**Multiple family residential**	**22 du/ac**	**30 ft**	**-**
C-3	**General commercial**	**-**	**45 ft**	**2.0**
C-M	**Commercial-manufacturing**	**-**	**45 ft**	**2.0**
M-1	Light manufacturing	-	55 ft	2.5
M-2	Heavy manufacturing	-	55 ft	2.5
PD-PS	**Planned development with performance standards**	**-**	**-**	**-**
O-P	Office professional	-	45 ft	1.5

Zones applicable to the specific plan area have been marked in bold; Source: City of Paramount, 2021

FIGURE 3.2 - EXISTING ZONING LAND USE DESIGNATIONS MAP

Map By: Gruen Associates, Data Sources: City of Paramount

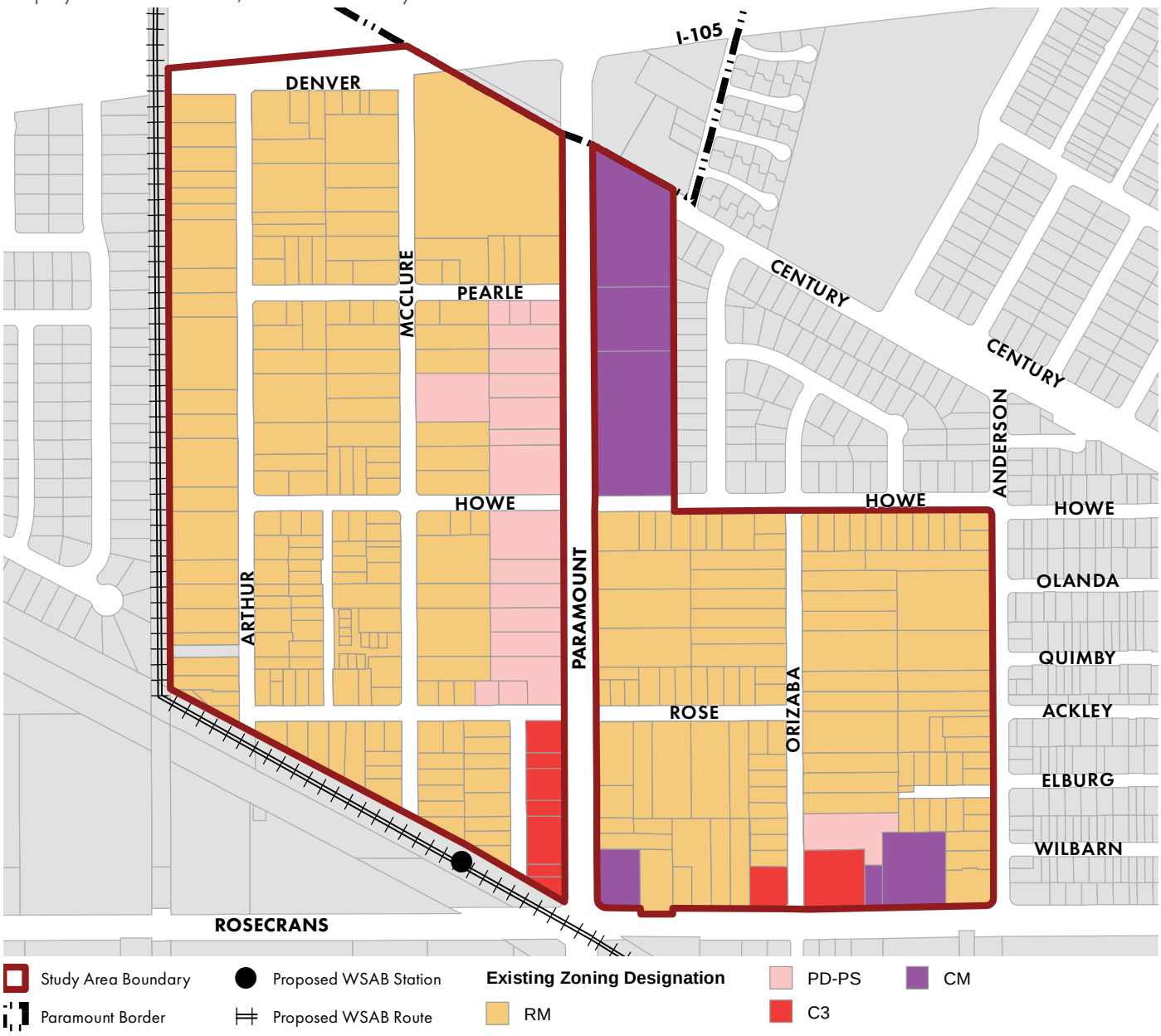


Table 3.2 - Existing Zoning Designations within the Specific Plan Area

Zone	Description	Maximum Density	Maximum Height	Maximum FAR
R-M	Multiple family residential	22 du/ac	30 ft	-
C-3	General commercial	-	45 ft	2.0
C-M	Commercial-manufacturing	-	45 ft	2.0
PD-PS	Planned development with performance standards	-	-	-

Source: City of Paramount, 2021

3.3 ESTABLISHMENT OF SPECIFIC PLAN ZONES

To establish the NPG SPA as a transit-oriented district that realizes the area vision and project goals, new specific plan land use designations (zones) which do not yet exist in the City are established. Table 3.3 lists the zones proposed for the SPA.

The zones were refined from those developed in the land use alternative scenarios in the Land Use Workbook exercise. Adjustments have been made to the allowed density of units per acre in accordance with the City of Paramount 2021 Draft Housing Element and feedback received from the City and community members at public outreach meetings. The purpose and general character of these zones are described below and permissible uses for each are listed in Table 3.4. Each new zone was tailored to accomplish the goals identified in Chapter 2.0.

In accordance with the programs and policies of the 2021 Draft Housing Element Update, the specific plan zones allow for densities higher than the existing citywide 22 du/ac maximum. The Housing Element Update states:

> *Program 9 requires that [the North Paramount Gateway] Specific Plan, when adopted, to include residential and mixed-use categories that accommodate a minimum of 30 dwelling units per acre. ... The new North Paramount Gateway Specific Plan ... will identify design and development standards for mixed-use and transit-oriented development standards at a minimum housing density of 30 dwelling units per acre for sites along Paramount Boulevard. This Specific Plan provides for transit-oriented development around the proposed station for the West Santa Ana Branch Transit Corridor at Rosecrans Avenue and Paramount Boulevard.*

To demonstrate these new zones' compatibility with the Paramount 2007 General Plan, relevant General Plan land use policies have been included with each zone's description.

3.3.1 SPECIFIC PLAN ZONES

R-M MULTIPLE FAMILY RESIDENTIAL, MEDIUM-DENSITY

The R-M zone is intended to keep a similar density of the existing housing supply within the study area where applied. The areas designated as R-M are already mostly comprised of multifamily housing in the form of courtyard apartment buildings. The zone is applied to most parcels between the WSAB rail corridor and McClure Street, and between Orizaba Avenue to Anderson Street.

Supporting General Plan Policies

- **Land Use Element Policy 7.** The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.

R-M-HD MULTIPLE FAMILY RESIDENTIAL, HIGH-DENSITY

Generally, parcels between McClure Street and Orizaba Avenue which do not front onto Paramount Boulevard are within the R-M-HD zone. Currently, R-M-HD parcels are typically larger than R-M parcels and therefore could more easily support a greater density of housing units per parcel. The parcels within this zone were concentrated closer to Paramount Boulevard to provide a transitional buffer between the major corridor and the lower-density areas of the R-M and neighborhoods outside the study area.

Supporting General Plan Policies

- **Land Use Element Policy 8.** The City of Paramount will continue to examine future potential opportunities for residential development.

MU-1 MIXED-USE, MEDIUM-DENSITY

The mixed-use zones are intended to activate Paramount Boulevard and Rosecrans Avenue with a combination of commercial and residential uses. This may be accomplished with vertical mixed-use (residential uses placed above a

FIGURE 3.3 - PROPOSED SPECIFIC PLAN LAND USE DESIGNATIONS MAP

Map By: Gruen Associates, Data Sources: City of Paramount

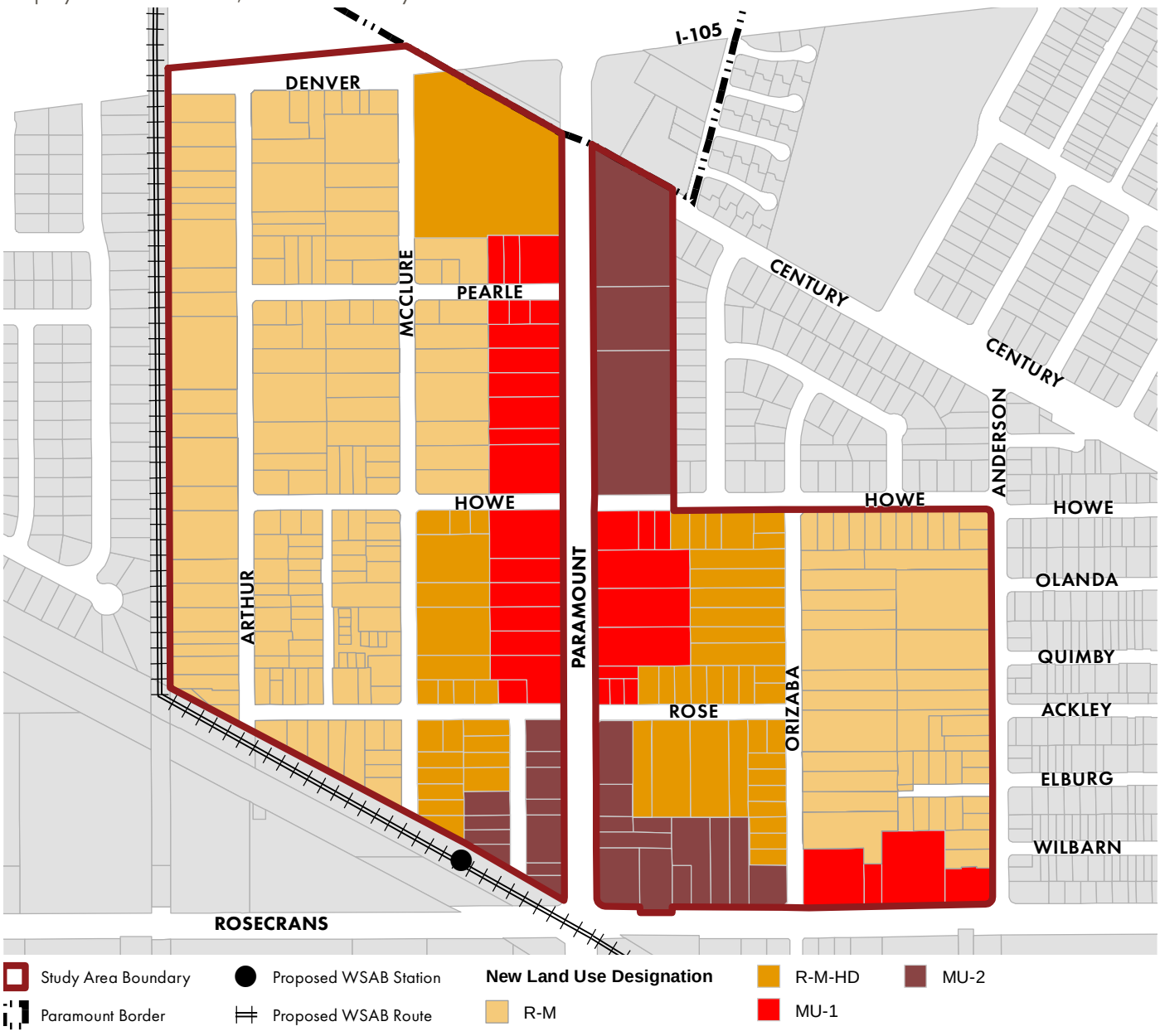


Table 3.3 - Proposed Specific Plan Designations

Zone	Description	Maximum Density	Maximum Height	Maximum FAR
R-M	Multiple family residential, medium-density	30 du/ac	30 ft	n/a
R-M-HD	Multiple family residential, high-density	40 du/ac	40 ft	n/a
MU-1	Mixed-use, medium-density	30 du/ac	30 ft	1.5
MU-2	Mixed-use, high-density	40 du/ac	45 ft	2.0

ground-floor commercial use), or horizontal mixed-use (residential uses placed next to commercial uses).

Supporting General Plan Policies

- **Land Use Element Policy 10.** The City of Paramount will continue to promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller auto-oriented commercial centers.
- **Land Use Element Policy 11.** The City of Paramount will continue to preserve and promote the improvement of the existing commercial areas, including those districts located along Paramount Boulevard and Alondra Boulevard.
- **Economic Development Element Policy 3.** The City of Paramount will continue to promote and support revitalization of the commercial districts in the City. The City will continue to enhance the "Central Business District", promote the creation of smaller commercial neighborhood centers at key intersections, and discourage the further creation of auto-oriented commercial development.

MU-2 MIXED-USE, HIGH-DENSITY

The MU-2 zone is like the MU-1 designation except it allows the residential component to have a greater density of residential units per acre and provides greater job opportunities such as offices. This zone is placed primarily along Paramount Boulevard and Rosecrans Avenue near the WSAB station, as well as at larger parcels in the northern portion of the SPA near the freeway.

Supporting General Plan Policies

- **Economic Development Element Policy 1.** The City of Paramount will continue to promote commercial development that improves the image of the City for residents and businesses alike.
- **Economic Development Element Policy 4.** The City of Paramount will encourage mixed use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. This development concept will also be effective in eliminating auto-oriented commercial land use and development patterns.
- **Economic Development Element Policy 6.** The City of Paramount will continue to promote and support industry that provides jobs for the local labor force.
- **Economic Development Element Policy 12.** The City of Paramount will continue to utilize redevelopment to consolidate and redevelop underutilized and blighted parcels and properties. The City will continue to promote economic development through the use of redevelopment.
- **Land Use Element Policy 9.** The City of Paramount will promote development that capitalizes on its location near the I-105 Freeway, the I-710 Freeway, and the 91 Freeway.
- **Land Use Element Policy 15.** The City of Paramount will promote the development of modern and attractive business parks that will enhance the community's economic well-being.

3.4 PERMITTED USES BY ZONE

Table 3.4 - Permissible Land Uses by Zone

Land Use *P = Permitted Use, any floor* *M = Permitted Use, only within a mixed-use development* *G = Permitted Use, ground floor* *C = Conditionally Permitted Use* *N = Not Permitted Use*	Qualifies as a Community Benefit	R-M	R-M-HD	MU-1	MU-2
Mixed Use					
Mixed use development, provided that all uses are permitted in the zone		P	P	P	P
Mixed use development, where at least one use is conditionally permitted in the zone		C	C	C	C
Residential					
Affordable housing units	**Y**	P	P	M	M
Licensed residential care facilities		N	N	P	P
Live/work units		N	N	P	P
Multiple family dwellings		P	P	M	M
Senior housing	**Y**	P	P	M	M
Single family dwellings on parcels larger than 7,500 square feet		C	N	N	N
Single family dwellings on parcels smaller than 7,500 square feet		P	P	N	N
Retail and General Commercial					
Alcoholic beverage sales for consumption off-premises		N	N	C	C
Alcoholic beverage sales for consumption on-premises		N	N	C	C
Animal grooming shops		N	N	P	P
Apparel and shoe stores		N	N	P	P
Appliance stores and appliance repairing		N	N	P	P
Art supply stores		N	N	P	P
Bakeries, candy stores, and confectioneries		N	N	P	P
Barber shops, beauty shops, or nail salons		N	N	P	P
Bars or cocktail lounges with prepared food as a substantial portion of gross sales		N	N	C	C
Bicycles sales and repair shops		N	N	P	P
Book and stationery stores		N	N	P	P
Breweries, wineries, and/or distilleries with taproom or brewpub		N	N	C	C

Table 3.4 - Permissible Land Uses by Zone

Land Use *P = Permitted Use, any floor* *M = Permitted Use, only within a mixed-use development* *G = Permitted Use, ground floor* *C = Conditionally Permitted Use* *N = Not Permitted Use*	Qualifies as a Community Benefit	R-M	R-M-HD	MU-1	MU-2
Consumer electronics shops, including the sale of mobile phones and accessories		N	N	P	P
Cookware shops		N	N	P	P
Craft and hobby shops such as: collectible stores, musical instrument shops, party supply stores, sporting goods, photographic supply stores, toy/hobby retail shops		N	N	P	P
Dairy products, retail sales of		N	N	P	P
Dressmaking and millinery shops		N	N	P	P
Drive-through establishments of any kind		N	N	C	C
Dry goods and notion stores		N	N	P	P
Florist shops		N	N	P	P
Furniture stores, excluding furniture rentals		N	N	P	P
Garden supply stores (excluding hydroponics stores)		N	N	P	P
Grocery stores, delicatessen shops, and fruit stores	**Y**	N	N	P	P
Hardware and home improvement stores		N	N	P	P
Jewelry stores		N	N	P	P
Laundries, automatic		N	N	C	C
Laundry agencies or clothes cleaning and pressing establishment		N	N	C	C
Linen shops		N	N	P	P
Locksmiths		N	N	P	P
Mail and shipping services		N	N	P	P
Nurseries, horticultural stock and auxiliary supplies		N	N	P	P
Pet shops (excluding kennels) and pet supply stores		N	N	P	P
Pharmacies and drugstores		N	N	P	P
Printing and photocopy establishments		N	N	P	P
Restaurants, cafes, food halls, and other food or beverage service with indoor or outdoor seating		N	N	P	P
Skateboard shops		N	N	P	P
Tailors, and wearing apparel shops		N	N	P	P

Table 3.4 - Permissible Land Uses by Zone

Land Use *P = Permitted Use, any floor* *M = Permitted Use, only within a mixed-use development* *G = Permitted Use, ground floor* *C = Conditionally Permitted Use* *N = Not Permitted Use*	Qualifies as a Community Benefit	R-M	R-M-HD	MU-1	MU-2
Entertainment and Assembly Uses					
Art galleries		N	N	P	P
Indoor recreation (excluding billiard parlors) as a primary use such as: bowling alleys, game rooms or game arcades, gymnasiums, karaoke lounges		N	N	C	C
Youth Centers and Senior Centers which offer programs which provide, on a regular basis, activities or services for persons who are children, teenagers, or seniors, including, but not limited to, community-based programs, after-school programs, weekend programs, violence prevention programs, leadership development programs, vocational programs, substance abuse prevention programs, individual or group counseling, remedial, tutorial or other educational assistance or enrichment, music, art, dance and other recreational or cultural activities, physical fitness activities and sports programs	**Y**	P	P	P	P
Office					
Banks, credit unions, savings and loan institutions, and financial services (excluding check cashing, payday loans, and auto title loans)		N	N	G	P
Business, professional and public utility commercial offices		N	N	G	P
Insurance agencies		N	N	G	P
Medical, dental, and optometrist offices and professional uses		N	N	G	G
Office and professional uses (excluding medical, dental, and optometrist uses)		N	N	G	P
Real estate brokers and sales offices		N	N	G	P
Studios, such as interior decorating, record recording, couturier, artist, music, dancing		N	N	G	P
Public Facilities					
Fire stations		N	N	P	P
Libraries, public		N	N	P	P
Public parks and outdoor recreation	**Y**	P	P	P	P
Schools, public		N	N	P	P

Table 3.4 - Permissible Land Uses by Zone

Land Use *P = Permitted Use, any floor* *M = Permitted Use, only within a mixed-use development* *G = Permitted Use, ground floor* *C = Conditionally Permitted Use* *N = Not Permitted Use*	Qualifies as a Community Benefit	R-M	R-M-HD	MU-1	MU-2
Accessory Uses and Structures					
Accessory buildings and structures		P	P	P	P
Greenhouses as an accessory use		P	P	P	P
Home garden		P	P	P	P
Home occupation		P	P	P	P
Indoor recreation as an accessory use provided as an amenity for onsite residential units such as: Community Rooms, Game Rooms, Weight or Exercise Rooms, Common lounges		P	P	P	P
Parking lots or structures		P	P	P	P
Publicly accessible open space such as courtyards, promenades, paseos, patios, and occupiable lawns	**Y**	P	P	P	P
Solar energy equipment		P	P	P	P
Miscellaneous					
Other similar uses approved by the Planning Director		P	P	P	P

Note: Nonresidential land uses are subject to the performance standards specified in PMC Section 17.24.030.

4.0 Design and Development Standards

4.1 PURPOSE & APPLICABILITY

4.1.1 PURPOSE

The regulations for development and land uses within the specific plan area (SPA) found in this section describe their utilization as part of the city's development review process. According to the California Department of Housing and Community Development: Objective design standards are intended to make the requirements that apply to certain eligible residential projects more predictable and easier to interpret for all stakeholders, including decision makers, staff, applicants, and members of the public. California state law stipulates that objective design standards:

> *involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.*

As such, this section is structured to provide objective development standards applicable to the residential and mixed-use parcels within the SPA. The standards are intended to ensure that private development occurs according to the community's vision of a pedestrian-oriented environment reflecting Paramount's history and culture. This section regulates how private developments affect the public realm with regard to topics such as building placement, height, and access. These standards provide a framework for the plan area with the following components:

- Tree-lined streets are attractive with active frontages along major streets and are accessible by multiple modes of transportation;
- New and/or remodeled buildings are integrated with a pedestrian-oriented fabric of public streets and the built environment; and
- Transit services including rail and bus are leveraged to serve the plan area and community at-large.

4.1.2 APPLICABILITY

A. **General Applicability.**

1. The standards are a subpart of the Paramount Municipal Code (PMC) including but not limited to Title 17 (Zoning). Parcels within the SPA are subject to the provisions of the PMC.
2. Standards or guidelines in this document are mandatory for every parcel within the SPA.
3. Each standard in this document is applicable to all zones within the SPA unless a particular zone or series of zones are explicitly stated.
4. In the event of a conflict between the provisions of the Specific Plan and the provisions identified in the PMC, the Specific Plan shall prevail.
5. Development standards or design guidelines, and/or regulations not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of PMC Title 17 (Zoning). The applicable sections of code shall be based on the following:
    a. Residential land uses: PMC Chapter 17.16 R-M, Multiple Family Residential Zone
    b. Nonresidential land uses: PMC Chapter 17.24 C-3, General Commercial Classification

B. **R-M Zone.** Lots with the R-M Zone are subject to the provisions of the following sections in addition to the provisions as described in PMC Chapter 17.16. Where conflicting standards are applied, the standards and provisions of the Specific Plan shall prevail.

C. **Residential Zones.** Standards or guidelines listed as applicable to "Residential Zones" apply to the R-M and R-M-HD zones.

D. **Mixed-use Zones.** Standards or guidelines listed as applicable to "Mixed-use Zones" apply to the MU-1 and MU-2 zones.

E. **Base Requirements and Community Benefit Incentives.** Upon the adoption of a Community Benefit Incentives program, ordinance, or policy, the City may permit qualifying developments to exceed certain standards of this Specific Plan, provided that the development includes one or more community benefits that adhere to required standards set forth in the specific plan and the benefits policy.

4.2 SITE DEVELOPMENT

4.2.1 LOT DIMENSIONS

A. **Minimum Lot Area.** No minimum area shall be required for any lot or parcel within the R-M or R-M-HD zones within the SPA.

1. To avoid disruptions of the pedestrian environment by driveways, the further subdivision of lots along Paramount Boulevard and Rosecrans Avenue are not permitted.

2. Consolidation of lots throughout the SPA are encouraged but not required.

B. **Minimum Lot Width.** Each lot or parcel of land in all zones shall provide the following minimum dimension for lot widths as measured along the primary roadway frontage:

Table 4.1 - Minimum Lot Widths

Street Frontage	Minimum Lot Widths
Paramount Boulevard	75 ft
Rosecrans Avenue	75 ft
Other Roadways	60 ft

4.2.2 SETBACKS

A. **Required Parkway and Sidewalk Dimensions.** According to the Mobility Plan, the streets within the SPA shall provide the following minimum dimensions for parkways and sidewalks:

Table 4.2 - Required Parkway and Sidewalk Depths

Street Frontage	Minimum Required Depth		
	Parkway	Sidewalk	Total
Paramount Boulevard	5 ft	10 ft	15 ft
Rosecrans Avenue	4 ft	7 ft	11 ft
Other Roadways	4 ft	5 ft	9 ft

In future public works plans the minimum parkway and sidewalk depths may be increased as wider sidewalks are desirable on Rosecrans Avenue.

B. **Required Setback Dimensions.** Each lot or parcel of land shall have setbacks as measured from the ultimate property line after dedication in accordance with the following table:

1. **Front Yard.**

Table 4.3 - Front Yard Setback Standards

Street Frontage	Minimum Setback	Maximum Setback
100% Residential Projects		
Any roadway	10 ft	N/A
Mixed-Use and Commercial Projects		
Paramount Boulevard	0 ft	5 ft
Rosecrans Avenue	4 ft	5 ft

a. Lots or parcels with primary frontage along a roadway segment which does not meet the required total combined depth of the parkway and sidewalk as listed in the Mobility Plan shall provide a front setback as measured from the curb equal to the total required parkway and sidewalk depths plus the front setback dimension as listed in Table 4.3.

b. On adjacent private property where substantial new development or major modifications are proposed, if additional area is required to satisfy the minimum requirement, a dedication for the additional area shall be required.

c. The portion of the required front setback which compensates for the substandard public walkway shall be paved with concrete or permeable pavers in accordance with City sidewalk standards and is subject to sidewalk maintenance provisions as specified in PMC Section 12.24.

d. Commercial and Mixed-use Projects: Developments may exceed the maximum required front setback by 20% of the front yard frontage provided that the additional setback area is used for outdoor seating and/or dining, publicly accessible open space, or other occupiable outdoor space.

2. **Side Yard.** Residential land uses in all zones at the ground or upper floors shall provide a minimum side setback of 5 feet from the side property line. Nonresidential land uses at the ground floor in commercial or mixed-use developments have no required minimum side setback at the ground floor.

3. **Rear Yard.** A minimum rear setback of 10 feet shall be provided in all zones.

C. **Intrusions into Required Setbacks and Yards.**

1. **Permitted Intrusions.** See PMC 17.16.100 (E) in addition to the following:

a. Awnings, louvers, and other permanent shade structures or devices.

2. **Prohibited Intrusions.** See PMC 17.24.070 (D) in addition to the following:

a. No unscreened mechanical equipment or structures are permitted within any required front yard or setback.

b. Parking in the required front setback or side setback is prohibited.

D. **Walls, Fences, and Hedges.** No chain link, barbed wire, concertina wire, razor wire or cut glass shall be used as a fence or part of a fence, wall or hedge along any property line or within any required side, rear or front yard where visible from the public right-of way.

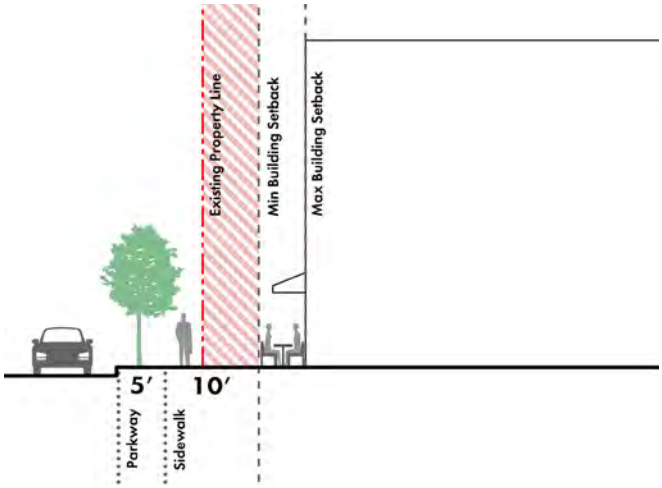
4.2.3 FLOOR AREA RATIO

A. **Floor Area Ratio (FAR).** Lots or parcels within the SPA shall adhere to the following maximum FAR provisions:

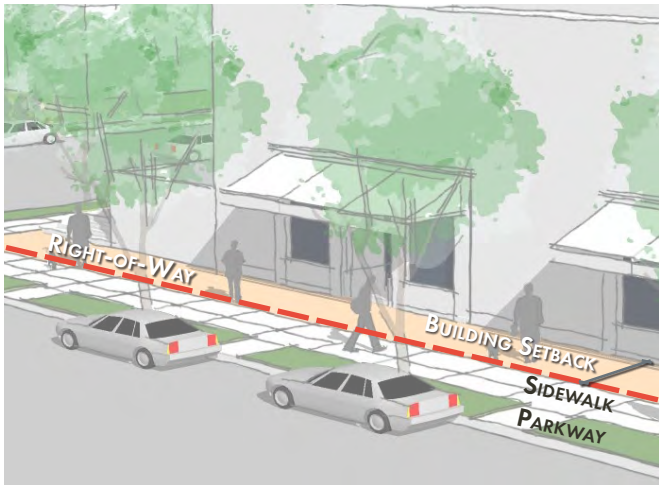
Table 4.4 - Maximum FAR Standards

Zone	Floor Area Ratio
MU-1	1.5
MU-2	2.0

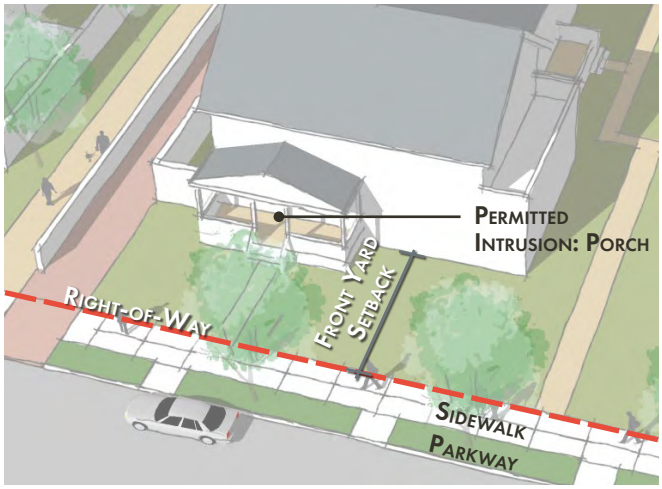
FIGURE 4.1 - SETBACK DIAGRAMS



Paramount Boulevard Dedication Diagram



Typical Major Street Front Setback



Typical Residential Street Front Setback

Source: Gruen Associates

4.2.4 BUILDING HEIGHT

A. **Maximum Overall Building Height.** Lots or parcels within the SPA shall adhere to the following maximum building height provisions, as measured to the highest point of the building from the average grade of the adjacent public sidewalk:

Table 4.5 - Maximum Building Height Standards

Zone	Maximum Height
R-M-HD	40 ft
MU-1	30 ft
MU-2	45 ft

1. Penthouses or roof structures for the housing of elevators and stairways for roof access, tanks, ventilating fans or similar equipment required to operate and maintain the building; fire or parapet walls, skylights, unoccupied towers, roof signs, flagpoles, chimneys, smokestacks, wireless masts, church steeples and belfries, and similar structures may be erected above the height limits by this chapter prescribed by no more than 15 feet, but no penthouse or roof structure or any other space above the height limit prescribed for the zone in which the building is located shall be allowed for the purpose of providing additional floor space.

4.2.5 MIXED-USE AND RESIDENTIAL DWELLING UNITS

A. **Residential Uses in Mixed-Use Zones.** New residential uses shall not be permitted in mixed-use zones unless the residential use is incorporated in a mixed-use project.

B. **Nonresidential Uses in Mixed-Use Zones.** Nonresidential land uses within any mixed-use zone shall comprise at least the following percentages of gross building area:

Table 4.6 - Nonresidential Uses

Zone	Minimum Percentage of Gross Building Area
MU-1	15%
MU-2	25%

1. A development in any mixed-use zone may be entirely commercial or office uses as listed in the Permitted Land Uses section of the Land Use Plan, and is not required to include a residential use.

C. **Residential Requirements & Density.** The number of dwelling units permitted shall be subject to the following:

Table 4.7 - Maximum Dwelling Unit Density Standards

Zone	Maximum Units / Net Acre
R-M-HD	40
MU-1	30
MU-2	40

1. A senior citizen housing development in any zone may contain densities of up to 70 dwelling units per acre.

2. Housing shall comply with the most recently adopted Paramount Housing Element, including the accommodation of the mixed-income allocation of the Regional Housing Needs Assessment (RHNA).

D. **Minimum Dwelling Unit Size.** Every dwelling unit constructed or situated in the SPA after the effective date of the ordinance from which this chapter derives, shall have a minimum dwelling unit size as follows:

Table 4.8 - Minimum Dwelling Unit Size Standards

Number of Bedrooms	Minimum Dwelling Unit Size
Studios	350 square feet
1 bedroom	500 square feet
2 bedrooms	650 square feet
3+ bedrooms	900 square feet + 160 square feet for each bedroom in addition to the first three[(1)]

[(1)] Square footages are exclusive of stairways and bathrooms

4.3 BUILDING DESIGN

4.3.1 MASSING

A. **Upper Story Step-backs.**

1. **Maximum Stories without Step-back.** No building shall be erected within the SPA which has 3 or more of stories without providing a floor step-back at all stories above the third story.

2. **Minimum Required Step-back Depths.** Building stories above the maximum number of permitted stories without a step-back shall apply the following minimum step-back depths along the respective frontages as measured from the outermost edge of the building façade associated with the topmost story without street step-back:

Table 4.9 - Minimum Required Step-back Depths

Street Frontage	Minimum Step-back Depth	Minimum % of Building Façade
Paramount Boulevard	10 ft min	85%
Rosecrans Avenue	10 ft min	85%
Other Roadways	10 ft min	100%

3. **Permitted Intrusions into Step-Back Areas.** The following are permitted intrusions into step-back areas:

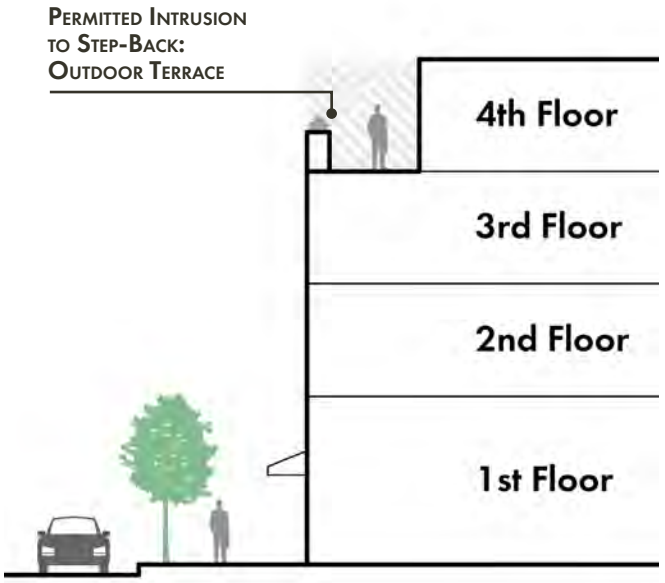
   a. Step-back areas may be used to provide occupiable outdoor terraces. Open-air and shaded outdoor terraces are encouraged for larger developments.

   b. Masonry planters not exceeding 42 inches in height.

   c. Eaves may intrude up to 18 inches into a step-back area.

   d. Shading devices (i.e. awnings, trellises, pergolas, etc.) may intrude no more than 5 feet into the step-back area.

FIGURE 4.2 - ILLUSTRATION OF UPPER STORY STEP-BACKS



Source: Gruen Associates

Example building with occupiable terrace in an upper-story step-back. Source: Gruen Associates

B. **Modulation of Building Façades.** No building wall or façade shall have a contiguous span greater than 75 feet in width without a modulation of at least 24 inches deep and 4 feet in width (see Figure 4.3).

1. Larger developments are encouraged to provide larger modulation depths and widths to create plazas, courtyards, or other attractive open spaces.

2. Passages into or between buildings or other forms of building separation that are at least 15 feet wide are encouraged in developments with walls facing a public street spanning 150 feet or more to break up large physical massing at the ground plane and to improve pedestrian circulation.

4.3.2 BUILDING FAÇADES

A. **Materials.** Use of all color and material selected for projects is subject to the City review and approval prior to construction.

1. To avoid monotonous façades, developments are encouraged to use varied exterior building materials and textures, including details such as doors, windows, palladium windows, balconies, porches, arches, columns, hand rails, metal louvers, and other decorative treatments and architectural details.

2. Mixed-use and multi-family projects shall use at least two building materials along facades facing roadways.

3. Stucco material shall be smooth texture.

B. **Fenestration.**

1. **Transparency for Ground Floor Frontages in Mixed-use Zones.** At least 50 percent of the ground floor façade as measured from the from the finished floor level of the ground floor to the finished floor of the second level shall be devoted to transparent wall openings, such as storefront windows and doors, with clear glass. Such openings shall be located between two feet and eight feet from the finished floor level of the ground floor.

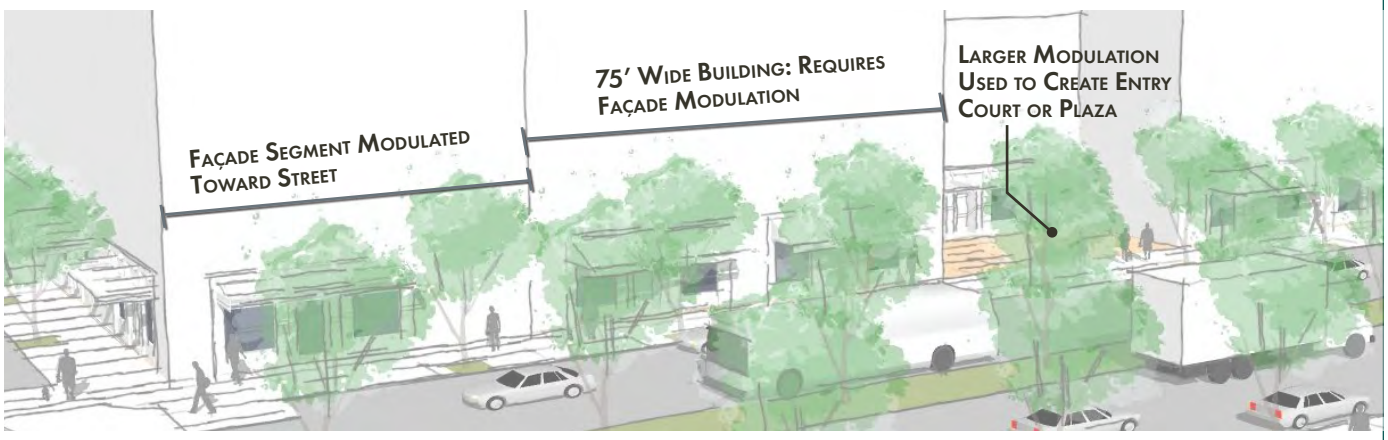
   a. All ground-floor windows must have an external reflectance of less than 15%, and a transparency higher than 80%.

C. **Visual Interest and Visual Separation of Ground Floor from Upper Floors.** Ground level floors shall be visually separated from floors above through the use of at least three of the architectural elements listed in Table 4.13 to provide visual interest from the street.

D. **Variation of Building Façade and Height.** To avoid monotonous building layouts, developments that have a building frontage on streets of at least 60' measured from exterior building edges should have at least three of the forms of modulation listed in Table 4.13 for the upper floors.

E. **Window Security Bars.** The instillation of window security bars is prohibited.

FIGURE 4.3 - ILLUSTRATION OF FAÇADE MODULATION



Source: Gruen Associates

Breaks between buildings are an excellent opportunity to connect to parking located in the rear and to shorten superblocks

Example residential building with the communal gym placed at the ground floor and visible to the street.

4.3.3 GROUND FLOOR USES AND PEDESTRIAN ACCESS

A. **Ground Floor Uses.** At the ground floor in mixed-use zones, retail, restaurants, and other pedestrian-friendly neighborhood serving uses are preferable along the pedestrian realm, however residential uses are permitted along the primary frontage under the following conditions:

1. The more public uses of residential developments such as lobbies, exercise rooms, living rooms, or dining areas should face the street and more private spaces such as bedrooms should be located in the rear of the building, facing a side yard, or on upper floors where building configurations allow.

2. Where shared or common indoor amenity spaces such as lobbies, exercise rooms, lounges, or indoor common rooms are located on the ground floor, these spaces shall be directly accessible from the sidewalk and shall have windows facing the street.

3. Residential uses located on the ground floor facing the pedestrian realm should be treated with no less than three of the architectural elements listed in Table 4.13.

B. **Residential Units Accessible from a Street.** Residential dwelling units with primary pedestrian access from a public or private street must incorporate at least all of the elements listed in Table 4.14 to ensure adequate visibility of the entrance.

Example mixed-use building that places balconies at the corner and varied roof slopes to define the building edge, and modulates the building facades to provide visual interest.

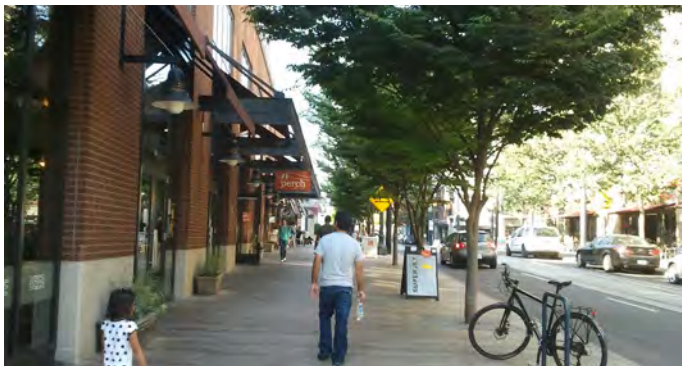
Example building using architectural details to visually separate the bottom floor from the upper floors, awnings to provide shade and highlight openings, and outdoor dining along the sidewalk.

Table 4.13 - Architectural Elements

Element	Applicable Building Floors		Standards
	Ground Floor	Upper Floors	
Recessed balconies for sun protection and modulation		X	• A minimum of 50% of the dwelling units facing streets • Minimum dimension: 5' depth and 10' width
Partially uncovered projecting balconies forming an architectural pattern		X	• A minimum of 50% of the dwelling units facing streets • Minimum dimension: 5' depth and 10' width
Raised stoops, covered or partially covered porches, patios, or arcades		X	• A minimum of 50% of the dwelling units facing streets
Column articulation	X	X	• Minimum column spacing: 1 per 20'
Recessed or projected ground-floor level from floors above and use of a difference in material(s) from floors above	X		• Minimum Depth: 3' • Maximum Depth: 10'
Canopy, awning, or marquee marking the pedestrian entrance to a building	X		
Articulated corner treatment	X	X	• A corner setback to form a publicly accessible open space with a minimum dimension of 10' x 10', or • An architectural treatment differing from surrounding façades such as a rounded or angled form at the corner
Roof modulation such as a sloped roof, change in height of the parapet, or a green roof with vegetation		X	• Building height is measured from the roof of the top floor. Sloped roof or roof modulation not included in height if less than 8' as measured from the roof of the top floor to the peak
Vertical or Horizontal bands or cornices	X	X	• Use of contrasting color, material, or arrangement pattern of brick masonry or tiled surface • Minimum dimension: 8 inches for the width (horizontal bands) or height (vertical bands)
Setback for outdoor dining	X		• Minimum Dimensions: 10' depth and 20' width • Must be directly adjacent to the street
Mural or other permanent wall-affixed artwork (see PMC 17.112)	X	X	• Minimum Dimensions: 10' depth and 20' width • Must be directly adjacent to the street

Table 4.14 - Visibility of Entrances

Element	Standards
Porch or Stoop facing the street	• Each residential unit facing the street shall have a porch or stoop at the entrance • The porch or stoop shall have minimum elevation of 2' to provide privacy
Lighting fixture which illuminates the entrance	• Location: affixed to the wall no more than 5 feet from the door or located above the door
Design feature to make door prominent on the façade	• Awnings, entrance recesses, and/or canopies



Clear pedestrian pathways

Covered dining patio

Stoops at residential entries for privacy

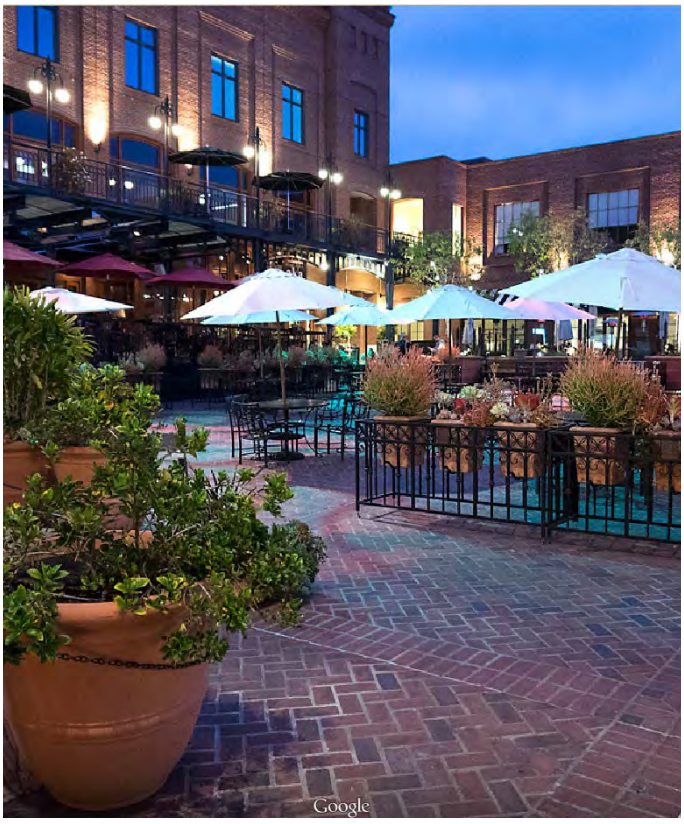
Porches

Building material variation

Awnings enhance entries and provide weather protection

Horizontal Cornices

Uncovered Balconies



Entrance recesses create a public forecourt

4.4 OPEN SPACE

4.4.1 PUBLIC RIGHT-OF-WAY

A. **Maintenance of the Parkway.** Property owners shall be required to maintain the parkways and tree wells along adjacent right-of-ways in accordance to the provisions of PMC 12.32.050 (Drought tolerant planting).

1. **Mixed-use Zones.** Parkways in all mixed-use zones shall comply with the Model Water Efficient Landscape Ordinance (MWELO) of the State of California and Chapter 17.96 of the PMC.

4.4.2 ONSITE OPEN SPACE

A. **Required Open Space.** Developments shall provide at minimum the following amount of usable open space:

Table 4.10 - Minimum Required Outdoor Areas

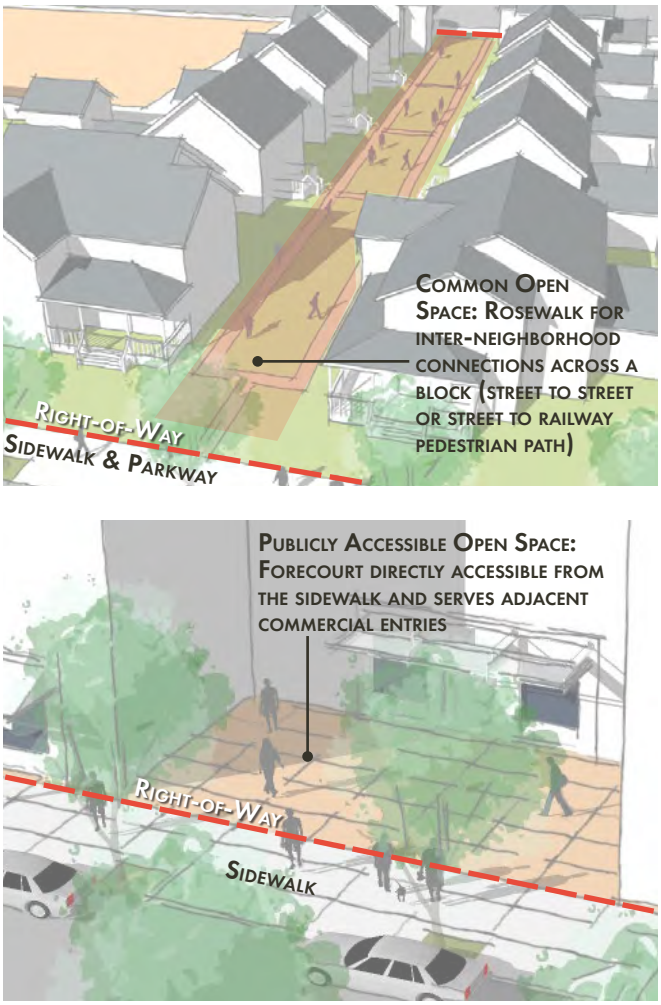
Zone	Type of Open Space	
	Private	Common
Residential Uses	minimum 50% of all units shall provide at least 50 sq ft each	300 sq ft per dwelling unit
Nonresidential Uses	n/a	10% of gross floor area

1. Mixed-use projects shall separately comply with the associated open space requirements of each type of use.

2. Except as provided in this chapter, every required yard and open space shall be open and unobstructed from the ground to the sky except for recessed balconies and areas under shade structures within open space areas.

3. Open space may be provided on upper floors in the form of habitable balconies, terraces, or rooftop areas provided no more than 50% of the required common open space is be provided on the upper floors.

FIGURE 4.4 - ILLUSTRATION OF COMMON & PUBLICLY ACCESSIBLE OPEN SPACE



Source: Gruen Associates

B. **Minimum Outdoor Area Dimensions.**

Table 4.11 - Minimum Outdoor Area Dimensions

Land Use	Type of Open Space	
	Private	Common
Residential Uses	5 ft x 8ft	20 ft x 10 ft
Nonresidential Uses	5 ft x 8 ft	10 ft x 10 ft

C. **Private Open Space.** Any private open space provided shall abut and provide direct access to the assigned unit.

D. **Common Open Space.** Common outdoor open space may be publicly accessible or may restrict access to only the tenants or residents of the development (see Figure 4.4).

1. Driveways and parking areas may not be counted as common open space.

2. Common outdoor areas may extend into required side and rear yards.

3. Common outdoor areas may only extend into a required front setback provided that the outdoor area within the front setback is publicly accessible.

4. Common outdoor areas may include sitting areas, landscaped gardens, swimming pools, putting greens, court or field outdoor game facilities and any other recreation-leisure facilities necessary to meet the requirements of residents and guests.

E. **Publicly Accessible Open Space.** For common outdoor space to be considered publicly accessible, the area must meet the following provisions (see Figure 4.4):

1. **Location.** The area must be level with and directly accessible from the sidewalk. The area shall abut the primary street's sidewalk for a minimum width of 15 feet, or if located toward the middle of the site or development the area must be directly accessible by a pedestrian pathway with a minimum width of 10 feet that connects directly from a public sidewalk.

   a. An area located on the roof of an upper story, such as an occupiable rooftop deck or terrace or an amenity space atop a parking structure, may also qualify as "publicly accessible" if it can be directly accessed from a public staircase and/or elevator.

2. **Access and Hours of Operation.** Access to the area must be free of cost to the public and must not be restricted to the lot's tenants or residents at minimum between the periods of sunrise to sunset daily.

3. **Openness.** Publicly accessible open space shall not be fenced, walled, or gated from pedestrian entry during the hours of operation, but may include vertical barriers less than 36" in height to prevent vehicular access. Publicly accessible open space must be open and unobstructed from the ground to the sky excluding permitted shade structures.

Example development with a rooftop garden amenity space

F. **Required Publicly Accessible Open Space.** New developments or major renovations with lot areas in excess of 15,000 square feet and which front either Paramount Boulevard or Rosecrans Avenue must provide at least 500 square feet of publicly accessible open space. Any required publicly accessible open space area may be used to satisfy all or a portion of required common open space area.

G. **Properties Adjacent to the planned WSAB Rail Corridor Bike Trail.** New developments in which border the proposed bike trail along the WSAB right-of-way are encouraged to provide a pedestrian pathway connecting to the WSAB rail corridor that adheres to the following provisions:

1. The pathway shall be continuous, unobstructed pedestrian pathway which connects from a public sidewalk to the rail corridor.

2. The pathway must have a total width of not less than 10 feet. The pathway shall include a landscaped area including planters on both or either sides within the 10 feet so long as no portion of the walkable area has a dimension of less than 7 feet in width.

4.5 LANDSCAPING

The purpose of the landscape design standards and guidelines is to develop planting zones and parameters that will establish a solid framework for designing and implementing future landscapes that not only complement and enhance the quality of the surrounding urban environment, but also meet the ecological and conservation standards set forth by the City of Paramount, Landscaping Standards.

This section encourages low water use landscaping. To ensure long term and consistent results, one should consider the following:

- Water Conservation and Management
- Plant materials, size and variation
- Trees
- Planting layout

These standards and guidelines also take into consideration the following planting zones for future development and enhancement:

- Front Setback Area
- Parkways and Medians
- Entry Landscape

A. **General.** All landscaped areas that are to be dedicated to the City of Paramount, as well as residential setbacks fronting a street should be designed to meet all the City standards and specifications. Planting should provide both aesthetic enhancement of the public right of way, as well as add ecological value to the surrounding environment.

   1. **Required Landscaped Area.** A minimum of 20% of the development site shall be landscaped and improved in accordance with these provisions. A master landscape and irrigation plan shall be submitted and approved by the Planning Director. The plan shall contain designs for the following components: Primary and secondary entrances, roadways, intersections, open space/pedestrian paths, and parking areas. The design of these components shall contain architecturally consistent wall materials, plant materials, and adequate lighting. All landscape improvement plans, including the Master Plan, developed pursuant to this requirement, will be prepared by a licensed landscape architect. Any changes to the approved master landscape plan must be approved by the Development Review Board.

   2. **Compliance with Existing Standards.** All landscape designs shall at a minimum comply with and Chapter 17.96 of the Paramount Municipal Code. (Prior code § 38-158) or any City ordinance adopted to comply with the most recent California State Model Water Efficient Landscape Ordinance (MWELO), whichever is more restrictive. In addition, all required landscaping areas shall be subject to, but not limited to, the following standards:

      a. Residential development area. See PMC Section 17.16.120 (B).

      b. Nonresidential development area. See PMC Section 17.24.080 (A).

B. **Water Conservation Techniques.** Water conservation techniques to consider should include:

   1. Limit the use of high and moderate water use plantings.

   2. Low flow, efficient irrigation heads should be used to apply water to plants and lawns for water conservation.

   3. Irrigation heads should be adjustable to minimize overspray.

   4. Subsurface irrigation systems should be used as an alternative to overhead sprinklers.

   5. Weather based irrigation controllers for residential and non-residential projects should be implemented pursuant to Cal Green measures.

   6. Trees should be individually irrigated and zoned separately.

C. **Plant Materials.**

1. Pertaining to residential, commercial, and manufacturing zones, all front setback areas, parkways and medians shall be landscaped with California native, and/or California adapted plant species that are considered drought tolerant and must comply with the Model Water Efficient Landscape Ordinance (MWELO) of the State of California, and fall under the low water use designation. Plants that are adapted to long, dry summers and short, rainy winters are considered "California adapted" plants. These include plants that are native to California, as well as those that originated in southern Europe, South America, and other "Mediterranean" climates. These plants don't need much water in the summer and can thrive in water-scarce conditions.

2. Medium water use plant species should only be used in special circumstances as accent specimens, or when utility and trash screening measures are needed and low water use specimens cannot provide adequate coverage.

3. The landscape design should consider the appropriate plant spacing and long-term maintenance for each plant species. Plantings should be grouped by similar water use and micro-climate requirements.

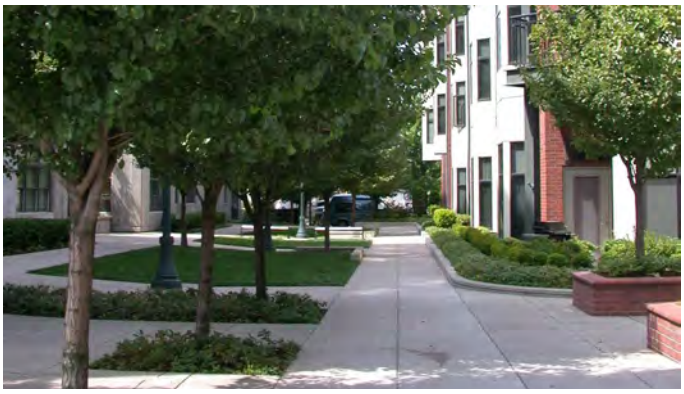
4. Vines or Green walls could be utilized in areas where space does not allow the planting of trees

5. The landscape design should consider the full growth of each plant in the desired placement and arrangement. Consider the specific plant's coverage and spread in order to adequately achieve full coverage within the desired planting area.

6. Also ensure that planting spread and height does not conflict or encroach upon any and all City setback requirements, including overhead power lines and above and below ground utilities, as well as City sightline visibility requirements along public roadways.

7. Plant materials should reflect the approved architectural aesthetic of a project while giving consideration to the transitioning of the proposed planting with the surrounding landscape.

8. The proposed landscape design should include a diverse mixture of plant types and sizes. Landscape materials that are considered invasive to the area as determined by the California Invasive Plant Council (www.cal-ipc.org) are not allowed. Refer to Table 8.1 in the Appendix for a list of appropriate plant species to select from for all conditions described here within.



Trees used in landscaped areas between buildings for shade.

Examples of exterior green walls to provide vertical landscaping at the upper stories of mixed-use buildings.

D. **Trees.**

1. Trees should be considered an important part of any development project and play a critical role in creating a sustainable community with lasting benefits.

2. Trees should be selected to provide shade, visual consistency or visual interest. Existing shade trees should be preserved if possible, and if removed should closely match the size of the tree adjacent up to a maximum of 48" box.

3. Trees of the same species in formal plantings should be the same size and form.

4. Pertaining to residential, commercial, and mixed-use zones, tree selections shall be drought tolerant, native species. One 24-inch box tree and three 15-gallon trees shall be required for every 50 lineal feet of landscaping, adjacent to any public right-of-way. All trees shall be a minimum 15-gallon size.

5. No trees can be planted within sightline visibility zones along public roadways. Trees shall be located no greater than 20 feet the beginning of curb returns at any street intersection, 20 feet from lamp standards and poles, 10 feet from fire hydrants, and 5 feet from service walks and driveways.

6. Trees must also be appropriately setback from overhead power lines and above and below ground utilities, which may vary depending on utility type and power pole category.

7. Trees planned within five feet (5') of hardscape elements should be installed with root barriers to prevent root encroachment and damage to paving.

E. **Planting Layout:**

1. Plants need adequate space to grow healthy canopies and supporting root structure. Trees should be spaced to ensure that no more than 1/3 of the plant's mature canopy will overlap into another tree's canopy. Give careful consideration to the following plant spacing issues when preparing the preliminary landscape plan:

   a. The proximity of the plants to surrounding structures, trees and existing landscape areas

   b. The spacing, grouping or massing of plants

   c. The plant's growth rate and coverage specifications

2. Planting should be used to screen service areas from public view, such as parking areas, storage areas, trash enclosures and utility equipment.

   a. A buffer hedge planted in a line, closely enough to form a uniform texture can be an effective screening device. Hedges shall be shockproof, tough and preferably evergreen.

   b. Provide larger container sizes for material or fast-growing species to adequately screen elements by 50% within the second year of plant establishment.

Plant palette selected from drought-tolerant plants and arranged to provide adequate spacing between the various species.

Exemplary front yard setback planting with adequate plant spacing and species selection for sustainability and visual interest.

3. Plantings should be grouped into zones of plants that have similar water use and microclimate growing requirements.

4. Shrub plantings should be spaced to fill in up to 100% of the proposed planting area within three (3) years after planting. All groundcover plantings should be spaced to fill in up to 80% of the proposed planting area within one (1) year after planting. It is understood that xeriscape and other low water use designs may not completely meet these standards; such plans may be approved if coordinated with the overall site design.

F. **Front Setback Area:**

1. Pertaining to residential, commercial, and mixed-use zones, plant density shall cover at least 65% of the available front setback area. The designated planting areas shall be covered with drought tolerant, native or adapted plant species, and should be evenly blanketed with locally sourced mulch. Mulch shall be provided at three inches deep in all landscape areas except for ground-cover zones.

2. The remaining 35% of the front setback area shall include pavers or brick set on a bed of sand where no mortar or grout has been used, a three-inch layer of mulch, decomposed granite, or artificial turf.

3. Ensure that planting spread and height does not conflict or encroach upon overhead power lines and above and below ground utilities.

G. **Parkways and Medians.**

1. Pertaining to residential, commercial, and mixed-use zones, plant density shall cover at least 80% of the available parkway and median areas. The designated planting areas shall be covered with drought tolerant, native plant species, and should be evenly blanketed with locally sourced mulch. Mulch shall be provided at three inches deep in all landscape areas except for ground-cover zones. The remaining 20% of the parkways shall include mulch or decomposed granite.

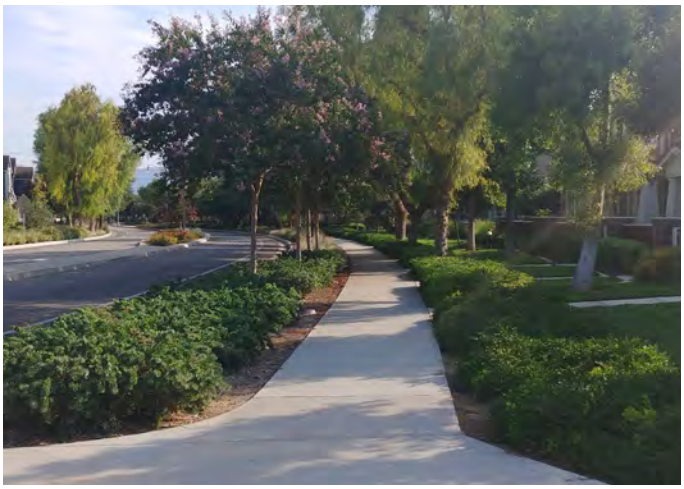
2. Planting spread and height must follow all City setback requirements, including overhead power lines, curb returns, driveways, light poles, sightline visibility zones, and above and below ground utilities.

3. In parkways, shrub and ground cover species should be limited to a maximum 24-inch height, and should be setback from the curb so as not to encroach beyond the roadway curb limits. In medians, shrubs and ground covers can be allowed to reach up to 48-inches in height, but must not encroach beyond the roadway curb limits.

H. **Entry Landscaping.**

1. Entry landscaping is encouraged and should include design elements which are common to the proposed development. Design elements may include, but not be limited to: entry walls, lighting, raised planters, public art, and enhanced plantings with larger specimen trees.

I. **Paved Areas.** Paved areas, excluding parking, driveway, and sidewalk areas, shall consist of enhanced paving materials such as stamped concrete, integral colored concrete, permeable paved surfaces, tile, and/or brick pavers.



Trees planted in public parkway at consistent intervals to provide visual interest and shade, as well as in the front setback of private development. Trees are setback from the corner to preserve sightlines.

Landscaped median using low, colorful plant species as accents

Mixed-use project entry enhanced by raised planters, monument signage, and a hanging art installation.

4.6 SITE DESIGN

4.6.1 SERVICE AND LOADING AREAS

A. **Utilities.** All utility lines shall be underground. No pipe, conduit, cable, line for water, gas, sewage, drainage, electricity or any other energy or service component shall be installed or maintained upon any lot (outside of any building) above the surface of the ground, except for hoses, movable pipes used for irrigation, or other purposes during construction or transformers.

B. **Mechanical Equipment.** Plans shall substantiate that all mechanical equipment at all levels of the development including rooftop equipment is screened from view (including ground-mounted, wall-mounted, and roof-mounted air conditioning, duct work, utility meters, back-flow preventers, transformers, etc.).

C. **Trash and Recyclables.** All developments shall be in compliance with State laws relating to organic waste disposal requirements in addition to the following:

1. **Residential Zones.** All parcels within a residential zone shall be subject to the trash provisions applicable to the R-M zone as defined in PMC Section 17.16.120 (G).

2. **Mixed-use Zones.** All parcels within a mixed-use zone shall be subject to the trash provisions applicable to the C-3 zone as defined in PMC Section 17.24.080 (E) for the nonresidential components and to the R-M zone as defined in PMC Section 17.16.120 (G) for the residential component.

4.6.2 SITE AMENITIES AND ACCESSORY USES

A. **Amenities.** Developments with greater than 20 dwelling units shall incorporate a number of amenities to be made available to all residents of the development as described in PMC Section 17.16.120 (A).

B. **Art in Public Places.** A mandatory one percent (1%) of construction cost assessment is to be contributed to the general "Art in Public Places" fund of the City of Paramount by the developer of projects within the SPA. See PMC Chapter 17.112.

C. **Signs.**

1. **Residential Zones.** All parcels within a residential zone shall be subject to the sign provisions applicable to the R-M zone as defined in Section 17.16.120 (F).

2. **Mixed-use Zones.** All parcels within a mixed-use zone shall be subject to the sign provisions applicable to the C-3 zone as defined in PMC Section 17.24.080 (D) for the nonresidential components and to the R-M zone as defined in PMC Section 17.16.120 (F) for the residential component.

D. **Walls and Hedges.**

1. The maximum height of walls, fences, or gates between a building with housing and a public street is 42 inches.

2. Walls, fences, and gates finish materials shall be reviewed and approved by the Planning Director. No barbed wire, concertina wire, razor wire or cut glass shall be used as a fence or part of a fence, wall or hedge along any property line or within any required side, rear or front yard.

4.7 CIRCULATION AND PARKING

4.7.1 ACCESS

A. **Pedestrian Access.**

1. **Building Entries and Service Access.**

   a. Developments on lots or parcels with frontage along Paramount Boulevard or Rosecrans Avenue shall locate the primary pedestrian building entrance(s) along these streets.

   b. Ground floor (nonresidential) tenant spaces not located on the street or sidewalk shall have their primary entrance located adjacent to a pedestrian paseo, courtyard, or plaza that is connected to a public street. A primary entry to a building shall not be provided from a drive aisle, fire lane, alley, or parking area.

   c. Buildings shall provide a clear pedestrian pathway leading to the primary and secondary pedestrian entrances to the building.

      i. The pathways must lead directly from the entryway to the sidewalk and shall have a minimum width of 5'.

      ii. The pathway shall use a contrasting color, material, or arrangement pattern than surrounding hardscape elements.

B. **Vehicular Access.**

1. **Driveways.**

   a. Driveway widths shall conform to the following:

Table 4.12 - Driveway Standards

Dwelling Units	Ingress/Egress	Driveway Width
0 - 4	one- or two-way	10 ft. minimum
5 or more	one-way	12 ft. minimum
5 or more	two-way	16 ft. minimum, 20 ft. maximum

   b. Parcels shall have no greater than one driveway per 200 linear feet of primary street frontage.

2. **Required Improvement and Maintenance of Parking Areas.** No motor vehicle, recreational vehicle, boat, or trailer of any kind may be parked or stored in any required yard or open space other than on a paved driveway on one side of the lot to the rear of the required front yard.

3. **Paramount Boulevard.** To minimize curb cuts across sidewalks, developments with primary frontage on Paramount Boulevard shall provide vehicular access from an adjacent side street if available. Shared driveway access between parcels with access easements is permitted to further reduce driveways within the public realm so long as the parcels are no greater than 750 linear feet apart.

4.7.2 PARKING

A. **Off-street parking requirements.**

1. Every building shall be provided with parking as required in this chapter. Such parking shall be permanently available and maintained for the parking of automobiles only.

2. The development plan shall clearly indicate the proposed parking plan, including location, size, shape, design, materials, entrances, walls, lighting, signs, screening, paving specifications, drainage, landscaping and such other data and features as the Planning Director may deem necessary to show compliance with this chapter.

3. All off-street parking shall be screened from the street and surrounding property by landscaped mounds, solid walls with vines or other vertical landscaping, or such screening as approved by the Planning Director. Such screening shall be a minimum of 42 inches in height.

Table 4.15 - Minimum Off-Street Vehicular Parking Requirements

Use	R-M	R-M-HD	MU-1	MU-2	Notes
Residential					
0-1 bedroom	2.0	1.0		0.75	per unit
2 bedrooms	2.0	1.5		1.0	per unit
3 or more bedrooms	2.0	2.0		1.5	per unit
Special group residence, assisted living, congregate care	2.0	0.75			per 3 bedrooms
Senior Housing	1.5	0.5			per unit
Guest parking	2.0	1.5	1.0	0.5	per 4 units
Nonresidential					
All	2.0				per 1,000 sq ft

4. **Number of Off-Street Vehicular Parking Spaces Required.**

   a. The minimum number of off-street parking spaces required are detailed in Table 4.15. If different land uses are part of the same project, the parking requirements for each land use are applicable and shall be added together to determine the total parking requirements for the project.

   b. In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest whole number.

   c. All new developments shall comply with Tier 1 requirements of the California Green Building Standards Code ("CALGreen", Title 24, Part 11) provisions for required "EV Capable" parking spaces (15% of provided spaces).

   d. Required parking for dwelling units shall be covered, with the exception of guest spaces which may be uncovered.

   e. 25% of the required guest spaces may be compact spaces. Guest spaces shall not be located behind security gates.

   f. Tandem parking is permitted with minimum total depths of 36 feet to allow two adjacent 18 foot parking stalls.

5. **Number of Off-Street Bicycle Parking Spaces Required.** Properties that redevelop to add an additional five or more dwelling units and/or substantially remodel or redevelop a commercial property shall provide at minimum the following secured bicycle parking facilities:

   a. 1 bicycle per 4 dwelling units and

   b. 4 bicycles per the first 20,000 square feet of nonresidential development and 1 bicycle per each additional 10,000 square feet of nonresidential development.

B. **Location of parking areas.** (see Figure 4.6)

1. Developments which share parking facilities may locate parking structures or lots on adjacent or nearby lots within 750 feet pending approval by the Planning Director.

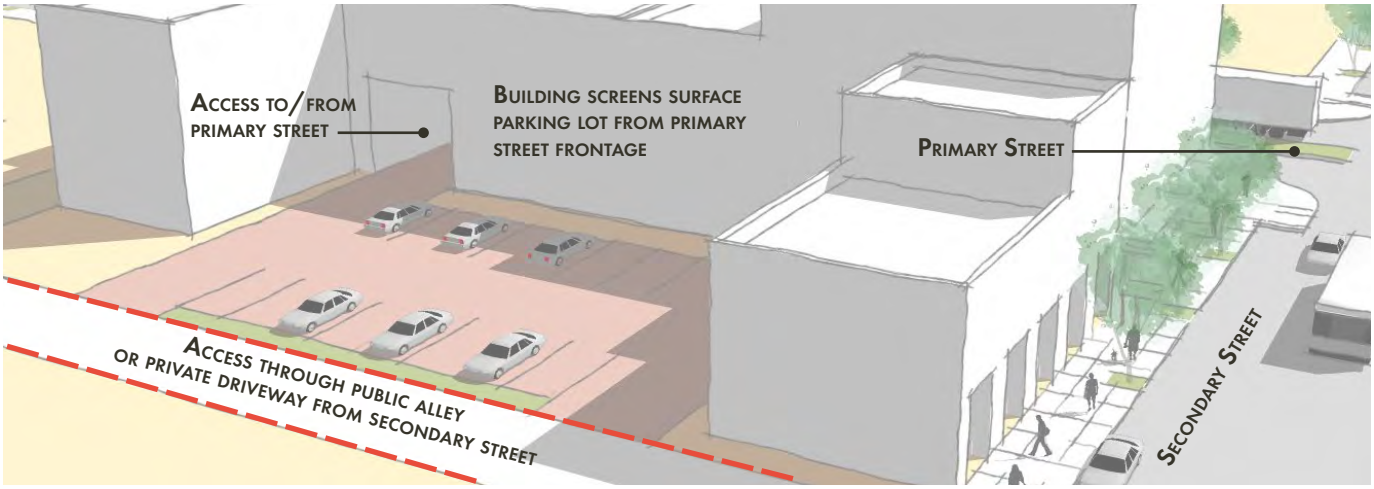
2. **Surface Parking Lots.**

   a. In new development, above-ground parking lots or facilities may not be located between the public right-of-way and the primary building. Surface parking lots shall adhere to a minimum 10-foot setback from the property line along the primary street frontage.

   b. In rehabilitation of existing developments, existing surface parking lots shall be screened by a wall or fence covered in vines or other vegetation or by a hedge. The wall, fence, or hedge shall be 3 feet in height as measured from the finished grade of the nearest sidewalk.

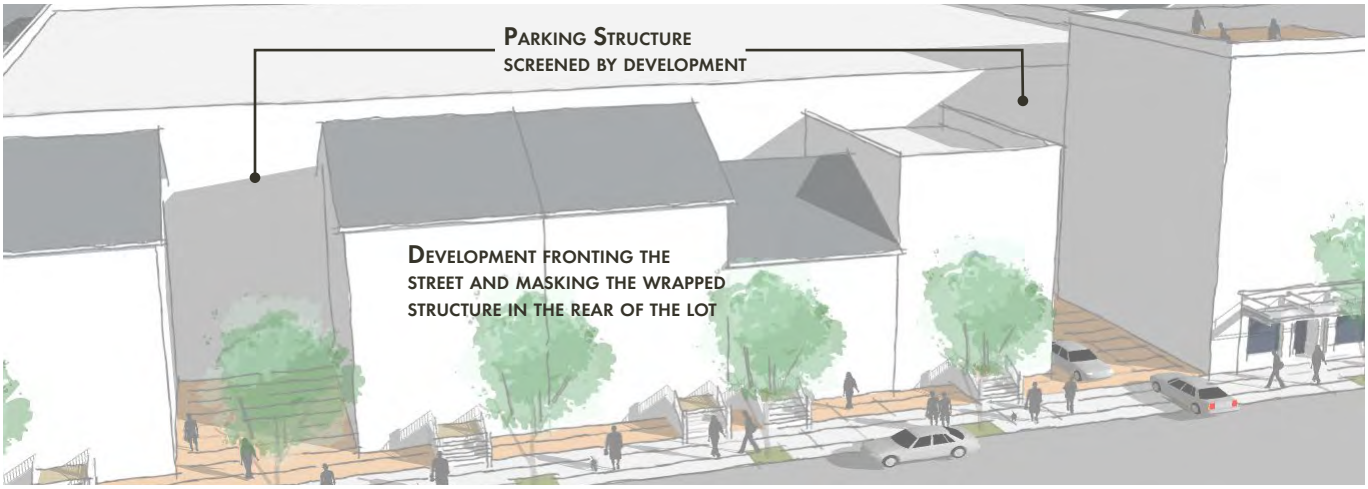
3. **Structured Parking Facilities.** Developments are permitted to locate all or a portion of onsite parking spaces in an underground structure or an

FIGURE 4.6 - ILLUSTRATION OF SURFACE PARKING LOT DESIGN



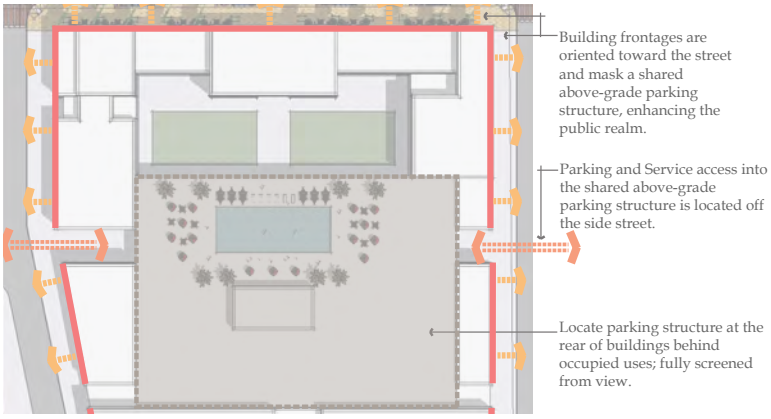
Source: Gruen Associates

FIGURE 4.7 - ILLUSTRATION OF A WRAPPED PARKING STRUCTURE



Source: Gruen Associates

FIGURE 4.5 - ILLUSTRATION OF A WRAPPED PARKING LOCATION



Source: Gruen Associates

above-ground parking structure.

a. An above-grade parking structure shall not have a sloping floor visible from adjacent streets.

b. A private parking structure shared with the public shall not front on major streets such as Paramount Boulevard and Rosecrans Avenue unless there is no feasible alternative due to site constraints. If located fronting on the street:

   i. 100% of the frontage on the ground floor of the structure excluding entries and vertical transportation shall be devoted to approved commercial or office uses to provide pedestrian interest along the sidewalk.

   ii. All upper floors shall be designed to entirely screen parked cars from view.

C. **Design of parking areas and facilities.**

1. **Surface Parking Lots.** Surface parking facilities shall adhere to parking lot design standards as specified in PMC 17.24.080 (C)(5).

2. **Structured Parking Facilities.** Structured parking facilities shall adhere to parking lot design standards as specified in PMC 17.24.080 (C)(5) in addition to the following:

   a. The design of an above-ground parking structure shall have a similar design aesthetic with the design of the primary building of the site and shall not exceed the height of the primary building on the site it serves.

4.8 SUSTAINABLE DESIGN

A. **Appliances and Lighting Fixtures.** New and substantially renovated residential development shall use high energy efficiency appliances as well as interior and exterior lighting fixtures.

1. Solar powered alarms and exterior lighting fixtures are encouraged.

2. Gas-powered stoves, ovens, and heating equipment are discouraged in favor of equipment powered by electricity or other green energies.

B. **Building Orientation for Solar Efficiency.** The majority of existing buildings within the SPA shall orient most windows in the north-south direction which is ideal for solar orientation. New and substantially renovated developments shall orient not less than 65% of windows and glazing in the north-south direction.

C. **Solar Panels.** The use of solar panels for the generation of electricity and water heating is encouraged, provided that the location and design of panels is consistent with other standards set forth in this chapter.

D. **Sustainable Stormwater.** Low impact sustainable deisgn mimics the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. Appropriate inflitration techniques and mitigation measures for public realm sustainable stormwater facilities are described below:

1. **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. Swales provide natural treatment to stormwater and add landscaping to streets. The most common form of swales are vegetated, depressed linear features with appropriate plantings and amended soils. Swales should be 5 to 11 feet wide, where possible. Swales should also be kept fairly shallow, generally less than 6 inches deep. Soil stabilization measures should be applied to the full length of the swale. Drought tolerant ground cover should be planted along side slopes, and drought/wet tolerant grasses, shrubs, and trees should be planted in the bottom channel. Swales are ideal for long, uninterrupted linear spaces, such as along streets, in parking lots, between buildings, in parkways, and in medians.

2. **Infiltration Trenches.** Infiltration trenches are subsurface facilities designed to provide onsite stormwater retention in areas of good infiltration by collecting and recharging stormwater runoff into the ground. Trenches are generally 2 to 5 feet deep, located underneath swales, backfilled with sand or coarse drain rock, and lined with filter fabric. The surface can be planted, covered with grates or boardwalks, or consist of the exposed drainage material. Trenches are effective at volume reduction and may retain the majority of minor storm events. Major storm events should be directed toward a storm drain network once the infiltration trench is at capacity. Trenches filter pollutants to improve water quality and contribute toward groundwater recharge. Infiltration trenches are relatively low maintenance and can be easily retrofitted into existing sidewalk areas and medians. Infiltration trenches should be located a minimum of 5 to 10 feet from a building. The slope of the trench should be as close to level as possible, not to exceed 1%.

3. **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. Pollutants are filtered out by soil and plant material. Uncompacted soils and good infiltration rates are ideal for rain gardens; however they can be incorporated in areas with moderate to low infiltration rates with the addition of an underdrain. Within 10 feet of a building foundation soils should be lined and drained by an underdrain. A distributed network of smaller facilities is preferred to one large centralized facility, and the recommended ratio of impervious area to infiltration area is 5:1, dependent upon soil conditions. Plantings should

be deep rooted and drought/wet tolerant. Rain gardens are often used in conjunction with other stormwater facilities, such as swales, channels, parkways, and infiltration trenches. Maintenance can be reduced by incorporating swales or similar facilities to filter out coarse sediments prior to runoff reaching the rain garden. Rain gardens can be implemented in many different geometries and are easily integrated into the left over landscape design. Rain gardens are often found in the public realm located within curb extensions, medians, and parking lane planters. Rain gardens can also be used in front of homes or buildings to capture rooftop runoff from disconnected downspouts.

4. **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. These systems are designed to allow rain water to pass through them and be stored temporarily in a rock base before being discharged through subdrains or soaking into the soil. Pervious paving is best suited for parking lots and parking lanes, low-traffic and low-speed streets, alleys, patios, driveways and emergency access roadways; however, under the right conditions it can also be applied to roadways with higher traffic and speeds. Permeable surfaces require routine street sweeping using vacuum sweepers every 6 months as well as scheduled vacuum removal of gap pea-stones and joint re-filling every 5 to 10 years.

5. **Runnels.** Runnels are concrete or stone lined rainwater conveyance systems, and reduces the need for buried drain pipe by conveying surface water to other stormwater facilities. Runnels can be constructed of any durable, impermeable material and are appropriate for most street and open space types. Runnels are typically 10 to 36 inches wide with depths less than 2 to 2-1/2 inches. Runnels can be used across pedestrian paths by installing a smooth ADA-compliant cover.

6. **Flow-through and Infiltration Planters.** Flow-through and infiltration planters are landscape features that also provide stormwater runoff control and treatment. Flow-through planters are sealed on all sides and fittedwith an under-drain. They only absorb as much water as soil and plants in the planter can accommodate. Once the planter is at capacity, water is then discharged through the under-drain. Flow-through planters slow down stormwater discharge and provide bio-filtration. They are ideal for receiving roof runoff from downspouts and can be incorporated into foundation walls. Infiltration planters are similar to flow-through planters except they are open on the bottom, allowing runoff to soak into the native soil. Infiltration planters are used to collect, filter, and infiltrate runoff from roofs, streets, sidewalks, driveways and patios. Planters should be designed to have standing water for a maximum of 48 hours and should be at least 2 feet wide to accommodate under-drain systems.

7. **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. Curb extensions should generally limit ponding water to depths less than 6 inches and include drought/wet tolerant landscaping. Curb extensions come in many different shapes and sizes and can take on the characteristics of bio-retention areas, swales, or planters depending on the application.

8. **Cisterns.** Cisterns are a rainwater harvesting technique that collect stormwater and stores it for reuse on a larger scale. Cisterns can be stored above ground, buried below ground, or located inside of buildings. They typically store rainwater for reuse in irrigation, mechanical uses, toilet flushing, and fire prevention.

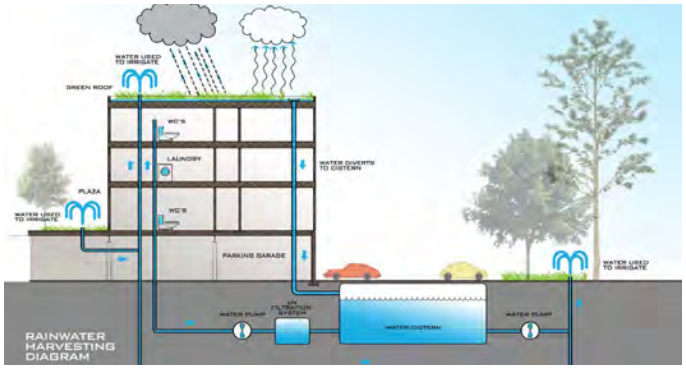
9. **Rain Barrels.** Rain barrels are connected directly to downspouts to capture and store runoff for future use. Stormwater discharge is slowed down and water can be reused for irrigation. 50 gallons of storage is suggested as a minimum. Barrels must also have a cover to prevent insect and debris collection.

Curb extensions as opportunities for sustainable applications

Rain gardens/infiltration planters improve the public realm

Bioswales in neighborhood conditions

Bioswales in urban conditions



Basic components of cisterns

Solar panels utilized creatively to enhance streetscapes/shade

Runnels in public spaces

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5.0 Mobility Plan

5.1 BACKGROUND

This chapter describes the Mobility and Parking Plan for the North Paramount Gateway Specific Plan Area (NPG SPA), which includes recommendations for improving pedestrian, bicycle, transit, and vehicular circulation as well as parking management. The plan focuses on opportunities to enhance connectivity, including safe, efficient, and accessible first/last mile solutions, to major destinations within and outside the SPA.

The mobility and parking plan puts connectivity and parking considerations at the center of the analysis recognizing their importance for meeting land use, economic development, and quality of life goals. This is especially true given the opportunities presented by upcoming West Santa Ana Branch (WSAB) light rail station at Paramount/Rosecrans.

The plan underlined in this chapter presents strategies that support reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) by (i) creating a quality walking experience through improving pedestrian connectivity to support new development, (ii) encouraging the use of active transportation and public transit including the future WSAB light rail, and (iii) establishing an effective parking management plan.

5.1.1 EXISTING STREET SYSTEM

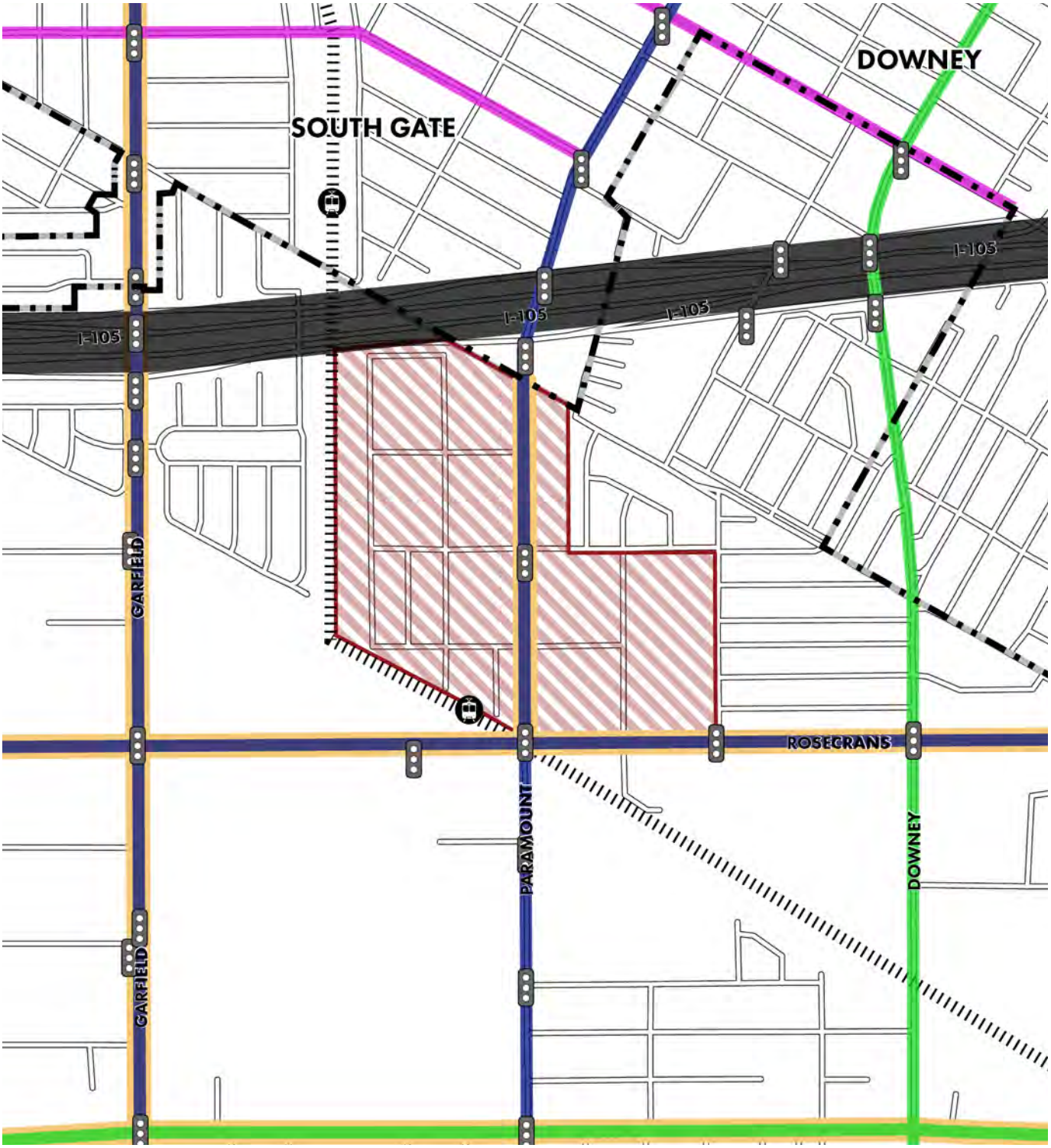
Streets are the backbone of the circulation system for all transportation modes in the NPG SPA. The key streets serving the SPA are:

- **Paramount Boulevard:** a north-south major arterial with two travel lanes and a parking lane per direction. The corridor enjoys a landscaped median (with turn lanes at intersections) and trees in the sidewalks providing for a pleasant walking environment. North of Rosecrans Avenue, Paramount Boulevard is also designated as a truck route up to the City limits. Portions of Paramount Boulevard south of the SPA in Downtown have been recently received streetscape improvements; the portion of Paramount Boulevard within the SPA could benefit from similar streetscape improvements especially if it is no longer classified as a truck route.
- **Rosecrans Avenue:** an east-west major arterial with a typical cross-section of two travel lanes and a parking lane per direction. The corridor is a designated truck route in the City of Paramount and serves various commercial establishments including Swap Meet and the Paramount High School.

The intersection of Paramount Boulevard and Rosecrans Avenue is a key junction as it serves two major arterials and allows for railroad service. High visibility crosswalks and pedestrian signals exist at the junction. The WSAB railroad tracks run diagonally through the intersection with cargo rail cars accessing the right-of-way for transport to and from the refinery to the southeast of the project area. High-voltage power lines run overhead. The importance of this intersection is amplified with its proximity to the proposed WSAB light rail station.

Other streets in the SPA are classified as local streets serving individual parcels as shown in Figure 5.1.

FIGURE 5.1 - EXISTING SPECIFIC PLAN STREET SYSTEM



Map by: Gruen Associates; Data Sources: City of Paramount, SCAG

5.2 TRANSIT

5.2.1 BACKGROUND

The 2019 American Community Survey 5-year estimates show that the percentage of Paramount workers (16 years old and over) commuting to work by transit is about 2.3% less than half of the California average.

The SPA is presently served by Los Angeles Metro (Metro) and Long Beach Transit buses that provide connectivity to several regional destinations and rail stations albeit with low frequencies ranging from 30 to 90 minutes (Figure 5.2). The NextGen Bus Plan, which was developed by Metro to reimagine the bus system and better meet the needs of current and future riders, proposes more frequent bus services especially during midday periods.

The City of Paramount also partners with various local transit agencies to improve transit programming in Paramount and provide improved regional mobility to support students, mobility impaired and senior citizens.

5.2.2 WEST SANTA ANA BRANCH (WSAB)

Metro is planning for a new light rail transit (LRT) line that will connect southeast LA County to downtown Los Angeles. The WSAB station in Paramount will be northwest of the Paramount Boulevard and Rosecrans Avenue junction. Another station (I-105 station) is planned just north of the 105 Freeway between Garfield Avenue and Paramount Boulevard which will serve as a transfer point to the C Line (Green).

Metro has carried out a "Transit Oriented Development Strategic Implementation Plan," which provides guidelines for land use and active transportation improvements surrounding each station. For the Rosecrans/Paramount station the recommendations included lining the WSAB right-of-way with an active transportation path, implementing pedestrian safety improvements at Rosecrans Avenue and Paramount Boulevard, pursuing strategies such as shared parking or reduced parking requirements, creating a network of open spaces centered on the station, and building a mobility hub at the station among others.

At the time of this Specific Plan, Metro released (in early August of 2021) the Draft Environmental Impact Report (DEIR) of the WSAB for public review. While the DEIR evaluated four build alternatives in addition to the no-build alternative, all four build-alternatives provide the same alignment in the NPG SPA as shown in Figure 5.3. The build alternatives forecast total daily boardings at Paramount/Rosecrans station ranging between 1,400 and 2,400.

The Paramount/Rosecrans station of the WSAB is envisioned as an aerial (grade separated) station within the Pacific Electric Right of Way (PEROW) northwest of the intersection of Paramount Boulevard and Rosecrans Avenue, as shown in Figure 5.4.

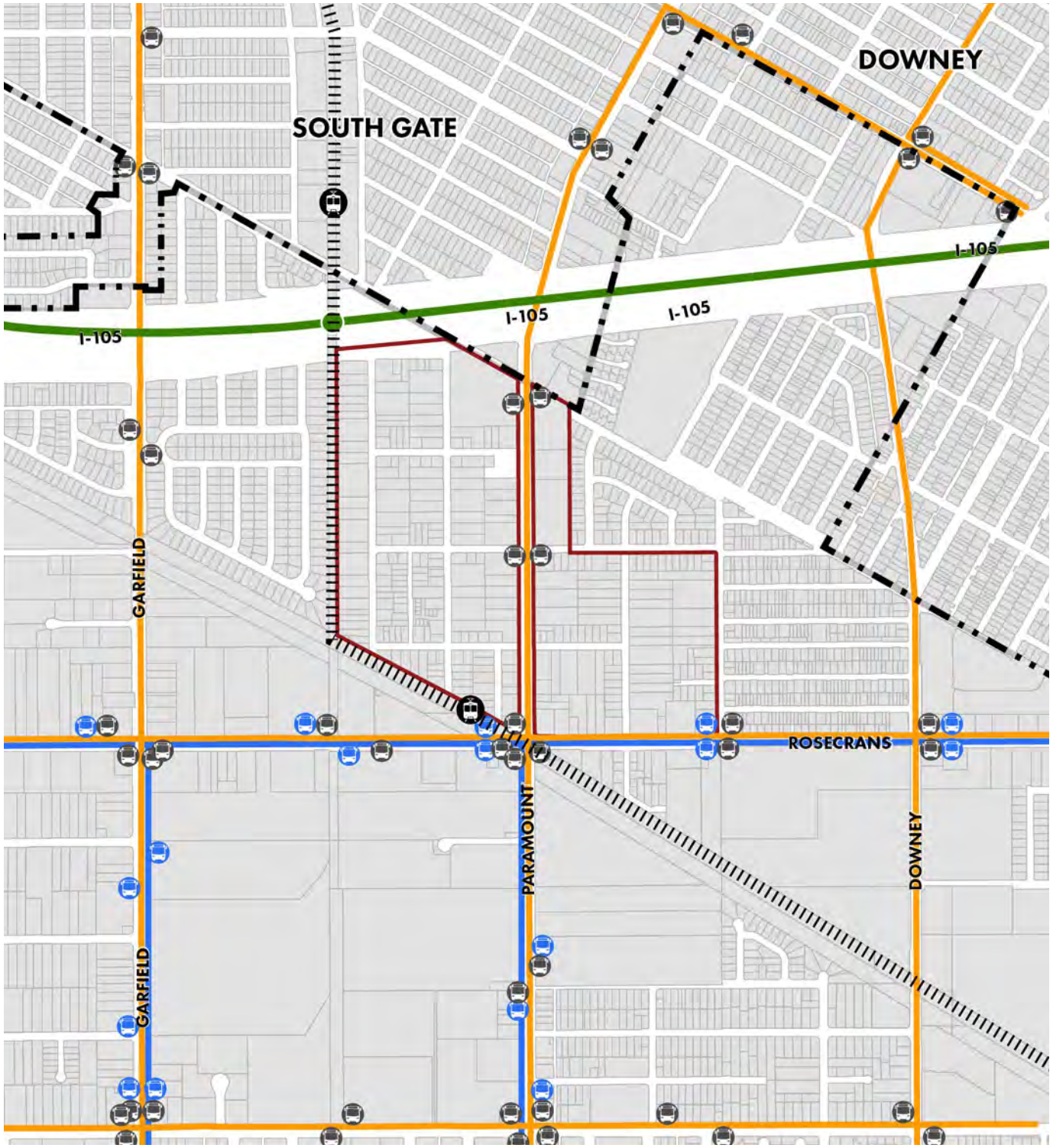
Street-level station access would be provided via a pedestrian walkway along the north side of Rosecrans Avenue. The DEIR also identifies a 490-space parking facility that would be located southwest of the Paramount/Rosecrans station and on the north side of Rosecrans Avenue. Vehicular access to the parking facility would be via Rosecrans Avenue, and pedestrian access between the parking facility and station platform would be via a dedicated pedestrian pathway.

Of relevance also to this Specific Plan is the I-105/C Line Station across the I-105 freeway. The I-105/C Line Station would provide a connection with the Metro C (Green) Line via a new station platform in the Metro C Line alignment within the I-105 freeway median as depicted in Figure 5.5. A pedestrian link from Arthur Avenue would provide access to the station's platforms, such as reopening the existing pedestrian bridge as suggested by the WSAB Draft Environmental Impact Report (DEIR).

5.2.3 TRANSIT IMPROVEMENTS

The WSAB presents the SPA with a revitalization opportunity by providing high-quality reliable transit service thereby

FIGURE 5.2 - TRANSIT MAP



Map by: Gruen Associates; Data Sources: Metro, Long Beach Transit, City of Paramount, and City of South Gate

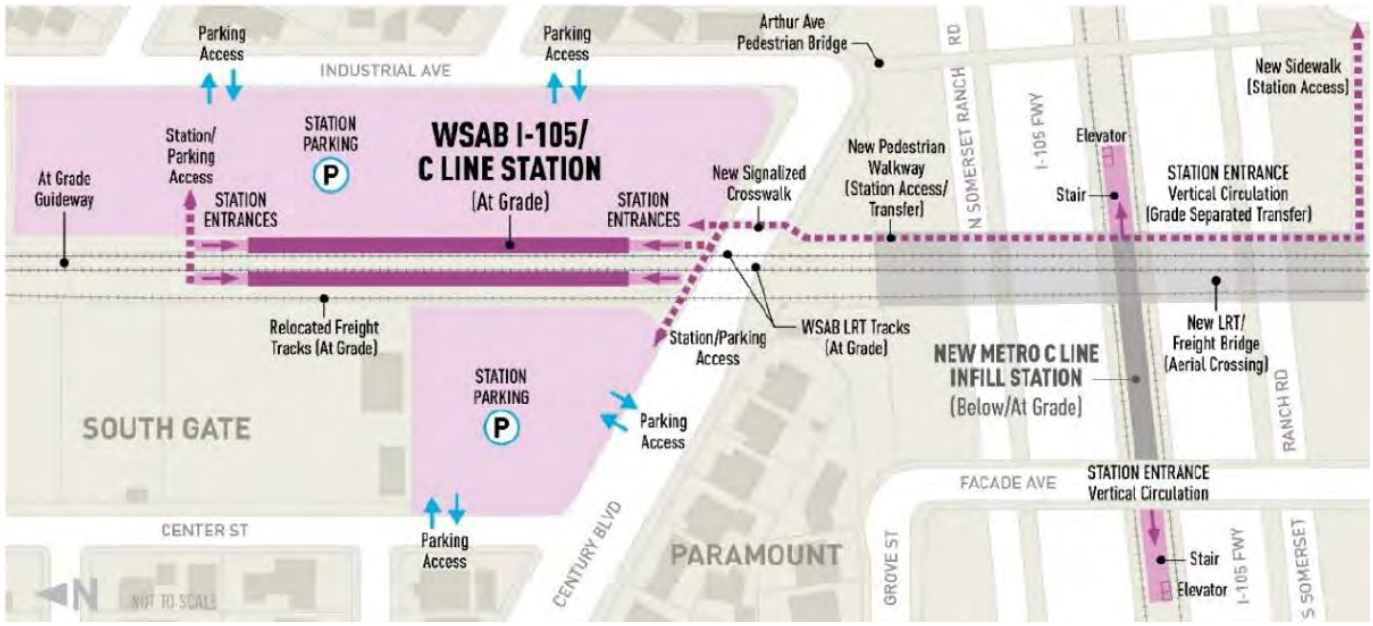
FIGURE 5.3 - WSAB DEIR BUILD ALTERNATIVES

Source: LA Metro WSAB Draft EIR, August 2021

FIGURE 5.4 - WSAB PARAMOUNT/ROSECRANS STATION

Source: LA Metro WSAB Draft EIR, August 2021

FIGURE 5.5 - WSAB I-105 / C LINE STATION



Source: LA Metro WSAB Draft EIR, August 2021

increasing the mobility and connectivity for historically underserved communities and accommodating substantial future employment and population growth.

In addition to the Paramount/Rosecrans station, the SPA will also benefit from enhanced connectivity to the C Line via a pedestrian connection at Arthur Avenue to the new station platform. The WSAB also envisions various parking, pedestrian, and bicycle opportunities which are presented in the following sections of this document.

As development or redevelopment takes place, the following transit interventions are recommended:

- Relocating the Paramount Boulevard bus stops just south of Rosecrans to the north of Rosecrans Avenue to provide for easier transfers from/to the LRT station.
- Implementing transit priority such as queue-jumper lanes and bus-priority at the traffic signals that reduce delay to transit vehicles.
- Reallocating road space to transit, biking, and walking. This includes implementing pedestrian and cycling improvements that improve access around transit stops as discussed in the following sections of this document.
- Improving stops and stations by including shade, seating, wayfinding, and other convenience and comfort features.
- Improving rider information and marketing programs, including real-time information on transit vehicle arrival.
- Improving coordination, transfers, and connections among various transit modes and operators (Metro, City of Paramount, Long Beach Transit, etc).
- Promoting transit-oriented development which result in land use patterns more suitable for transit transportation.
- Integrating bike and transit modes through bike racks on buses/rail cars, bike routes and bicycle parking near transit stops, etc.
- Implementing universal design of transit and pedestrian facilities to accommodate people with disabilities and other special needs.
- Improving security for transit users and pedestrians.
- Promoting multi-modal access guides, which includes maps, schedules, contact numbers and other information on how to reach a particular destination by public transit.
- Introducing public art and other placemaking features to improve links between the Paramount/Rosecrans station and Paramount history and people.

5.3 PEDESTRIAN CIRCULATION

5.3.1 BACKGROUND

Within the SPA, there is a relatively complete network of sidewalks; however, the width and condition of sidewalks varies from 8 feet to 15 feet wide (including the parkway) along major streets. Along most corridors, there are often sidewalk obstructions including power poles, signs, fire hydrants, and other miscellaneous items. Many of the sidewalks within residential areas include a parkway area of two to four feet-wide that includes street trees. Parkway areas are also located along major arterials. In many locations the sidewalks do not have ADA-compliant curb ramps, and in a few locations curb ramps are missing altogether.

The 2019 American Community Survey 5-year estimates put the percentages of workers 16 years and over who walk to work in the City of Paramount at 1.9%. The same percentage was found for pedestrians at the intersection of Paramount Boulevard and Rosecrans Avenue (via by 24-hour multi-modal survey on July 8, 2021) which showed close to 900 pedestrian crossings at the intersection.

However, the percentage of the walking population is significantly disproportionate to the percentage of pedestrian collisions which stands at about 14% of the overall collisions in the SPA. The collision data (which does not include near-misses that typically go unreported) revealed 25 pedestrian injuries in the 5-year period between 2015 and 2019. This implies there is a major need for enhancing pedestrian safety within the SPA.

As previously noted, the WSAB Draft Environmental Impact Report (DEIR) envisions (in addition to the station area connections) linking the SPA at Arthur Avenue to the infill Metro C (Green) Line Station. This link will connect the SPA to the C Line Station, the I-105 WSAB station, and other destinations in the City of South Gate.

5.3.2 PEDESTRIAN IMPROVEMENTS

A safe, direct, and comfortable pedestrian environment is essential to a transit-supportive station area. There are a wide range of approaches to addressing pedestrian safety and first/last mile challenges, ranging from high level policies to specific infrastructure investments underlined in this section. This section identifies several treatments to calm traffic, facilitate safer crossings, and generally make pedestrians of all abilities more visible to drivers and cyclists.

SIDEWALK WIDTHS

Per ADA standards, sidewalks need to, by law, provide at least four feet of clear space to allow pedestrians and those in wheelchairs to pass comfortably. However, this is the absolute minimum specification, and most corridors would benefit from at least eight feet of clear space.

For highly trafficked areas, such as the Paramount Boulevard and Rosecrans Avenue, 10 feet of clear space with a 5-foot wide parkway for a total of 15 feet should be provided in order to support high pedestrian volumes and to accommodate the street trees, benches, outdoor seating, and other amenities. Sidewalks along these streets should provide adequate passing space between pedestrians and accommodate for storefront amenities such as outdoor seating within commercial or mixed-use zones.

For other streets within the SPA, sidewalks can be slightly narrower in width (a minimum width of 7 feet) to accommodate moderate levels of pedestrian activity and some pedestrian amenities. The specific plan recommends widening the existing 8-foot sidewalks and parkways along Paramount Boulevard and Rosecrans Avenue to 15 feet wide. This can be accomplished through either a road reconfiguration that narrows the pavement width to accommodate wider sidewalks or through requiring new development to dedicate 7 feet to the public realm that can used to widen the sidewalks which could permit and bicycle facilities within the existing right-of-way.

CURB RAMPS

While most intersections already include curb ramps, almost all curb ramps should be updated to meet the Americans with Disabilities Act (ADA) guidelines. Updated curb ramps will include tactile warning strips and oriented to align with the pedestrian travel path that is perpendicular to crossing streets, which in many instances leads to dual-curb ramps at each corner. This is preferable to the existing condition of a single curb ramp at the corner of an intersection that opens to the diagonally opposite corner.

PEDESTRIAN VISIBILITY

Maintaining high-visibility crossings creates an intuitive and safe environment for all users. Continental crosswalks use striped bands to mark the crossing area in order to provide the highest visibility for both pedestrians and motorists. They indicate where pedestrians should cross streets and indicate to motorists where pedestrians have the right-of-way. This is especially true for those junctions along Paramount Boulevard and Rosecrans Avenue.

Visibility also applies to sight distance. Pedestrians should be clearly visible by motorists up to 250 feet away which is enhanced by curb extensions as noted below.

CURB EXTENSIONS (BULB-OUT) AND PARKLETS

A curb extension is a portion of the sidewalk that is extended into the parking lane, typically at intersections. Where there is on-street parking approaching an intersection along Paramount Boulevard or Rosecrans Avenue, a curb extension should be created (Figure 5.6). Curb extensions reduce the distance that pedestrians need to walk to cross the street, make pedestrians more visible to motor vehicles, cause drivers to reduce speed by narrowing the roadway, and provide space for pedestrian amenities (e.g., street furniture, bike racks, etc.) and environmental elements (e.g., bioswales).

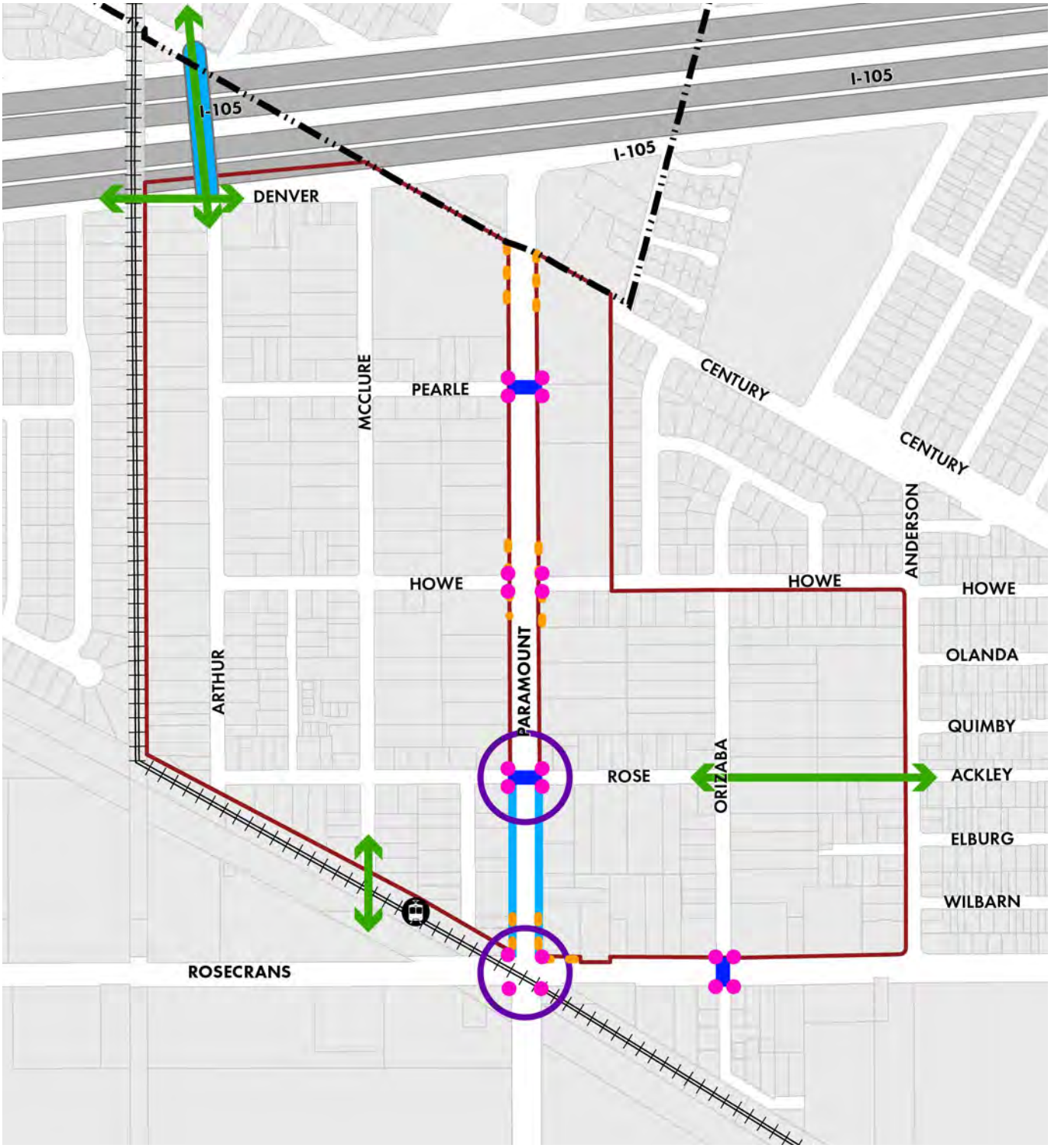
Parklets are a type of curb extension which also extend the sidewalk into the parking lane, typically in place of one or two parking spaces, and are typically used to provide areas for outdoor seating and dining as well as additional greenery. Unlike typical curb extensions, parklets are often temporary installations designed by adjacent property owners and are more flexible in appearance and location. Parklets are encouraged along major streets in front of restaurants, cafes, and other similar uses.

Landscaped curb extension

Parklet curb extension used to provide shaded outdoor dining areas in conditions where the building setback would not allow seating adjacent to the sidewalk

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.

FIGURE 5.6 - PROPOSED CURB EXTENSIONS AND CROSSINGS



Map by: Gruen Associates; Data Sources: Metro, Long Beach Transit, City of Paramount, and City of South Gate

Curb extensions must be installed in locations where they won't interfere with bicycle lanes or separated bikeways. If both treatments are needed, then additional design features such as ramps, or half-sized curb extensions should be considered.

PEDESTRIAN LIGHTING

A dark, unlit sidewalk is a deterrent to many when considering a short walk to or from a station after dark, and can be improved by providing pedestrian scale lighting to create a more aesthetically pleasing and comfortable environment to walk in. Street lighting improves streetscapes by improving security and visibility for pedestrians and rolling modes. As the SPA is developed and redeveloped, streetlights (including pedestrian scale lighting) should be installed to ensure lighting uniformity within the SPA. The WSAB multi-use path, Arthur Avenue crossings, and areas where thick trees block street lighting can all benefit from pedestrian-scale lighting. Intersections often require additional lighting to allow motorists to see pedestrians crossing. Future lighting should also be integrated with potential smart city infrastructure.

STREET AMENITIES

Street furniture should be utilized to promote a walkable corridor and enhance a sense of place. Benches, water fountains, trash receptacles, and bicycle parking racks are recommended types of street furniture because they address needs that a pedestrian may have, such as a place to rest. Street furniture should be placed outside of the walking zone as to not create a hazard to pedestrians. In constrained sidewalk conditions, street furniture should be placed on curb extensions.

In addition, transit stop amenities such as shelters with overhead protection, seating, and lighting are essential for encouraging people to make use of public transit.

STREET TREES

The City of Paramount has been named a Tree City USA in honor of its commitment to effective urban forest management. Street trees serve a variety of urban design functions such as acting as a pedestrian buffer from vehicular traffic, accentuating spaces, creating a sense of enclosure, improving air quality, reduction of heat island effect by providing shade and filtered light, and improving visual aesthetics along corridors. Street trees shall be incorporated whenever possible in accordance with the

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

landscape standards (see for Table 8.1 a list of acceptable tree species). The selected tree species list was refined to provide some consistency with the recent streetscape improvements to the southernly portion of Paramount Boulevard in the downtown, while also providing some

variety to set the North Paramount Gateway apart as its own neighborhood.

The preservation of mature, healthy trees is a goal for the SPA. Some portions of sidewalk parkways include mature trees which narrow the sidewalk area for pedestrians. It is preferred that in these cases the trees be moved to curb extensions where conditions permit, and/or increasing the width of the sidewalk by dedicating a portion of adjacent property setbacks.

PEDESTRIAN SIGNALS

Pedestrian push buttons, countdown signals, and signal timing modifications provide additional control and information for pedestrian crossing decisions. Pedestrian push buttons shall be ADA accessible. Pedestrian signal heads should be countdown signals as they improve pedestrian safety by displaying the amount of time available to finish crossing before the end of the signal phase.

Traffic signal timing modifications which adjust the time needed to cross high-volume and wide streets provides additional safety and comfort for pedestrians and bicyclists. Leading pedestrian intervals (LPIs) typically give pedestrians a 3 to 7-second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. These should be considered at Paramount Boulevard and Rosecrans Avenue junction as well as the other signalized intersections in the SPA.

WAYFINDING

Key intersections such as the Paramount Boulevard and Rosecrans Avenue junction and the SPA gateways require greater attention to detail due to their prominent locations and sensitive relationship to the public realm.

Wayfinding improvements can help visitors navigate to major destinations and transit connections. Special wayfinding signage can mark the entrance or direction to a particular destination. Wayfinding signage can be divided into three categories. Identification signs mark important destinations, while informational signage provides more background information on a point of interest. Directional signage shows the optimal route between key destinations. A successful strategy will incorporate all three types.

Existing Paramount City monument signage located in the Paramount Boulevard median should serve as the basis of other wayfinding signage added throughout the SPA in terms of design character

In addition, the treatment of buildings and the public realm at key locations create a landmark and establish a unique sense of identity.

SMART CITY INFRASTRUCTURE

There are many emerging technologies that could be implemented in a way to help improve the pedestrian environment and livability of places. These range from smart lighting to parking occupancy, multi-modal data collection, WIFI access points, and traffic safety monitoring solutions. These technologies can enable the City to make proactive decisions on corrective measures.

CONNECTIVITY ENHANCEMENTS

While crosswalks are provided at all major intersections, the spacing of the crosswalks in some instances is over 1,200 feet along Paramount Boulevard and Rosecrans Avenue north and east of their intersection, respectively. The lack of safe crossings reduces the overall connectivity and hence walkability of the area. With over 20,000 vehicles per day along each of Paramount Boulevard and Rosecrans Avenue, crossings at Rose Street, Pearl Street, and Orizaba Avenue as shown in Figure 5.6 are recommended to enhance connectivity and pedestrian safety in the SPA.

These crossings should be paired with additional traffic-

control devices such as signals, Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), or LED enhanced flashing signs as appropriate to assist pedestrians in crossing a street via a marked crosswalk. Signals and warning devices should in turn be paired with additional pedestrian improvements, where appropriate, such as curb extensions, lighting, median refuge islands, and corresponding signage. The Orizaba Avenue crossing at Rosecrans Avenue can also be used by bicyclists to access the planned WSAB bike trail along the WSAB alignment.

Furthermore, as redevelopment or new development allows, a mid-block pedestrian and bicycle connection between Orizaba Avenue and Anderson Street (connecting Rose Street to Auckley Street) could further enhance the area connectivity by dividing the superblock into two smaller blocks.

As the WSAB station is developed, first/last mile connections from the station to the SPA will go a long way in enhancing transit ridership and providing alternatives to vehicular modes. Removing current barriers that are present along the WSAB bike trail where fencing prevents residents from easily accessing the multi-purpose trail should be addressed. This element will have to factor in the proposed freight rail line realignment, the WSAB bike trail, as well as the grade separation considerations for the light rail transit.

The WSAB DEIR notes the need to demolish and reconstruct the Arthur Avenue pedestrian crossing in order to construct the I-105/C Line Station platform and the two new bridges (for freight rail and LRT) over the freeway. The new Arthur Ave bridge should accommodate both pedestrian and bicycle movements across the I-105 Freeway thereby promoting active transportation modes between the SPA and South Gate.

DRIVEWAYS

Driveway curb cuts that extend into the through passage zone can create major inconveniences to people on foot or in wheelchairs. Driveways expose pedestrians on the sidewalk to motor vehicle cross traffic and cars parked in driveways often block sidewalks. Driveways can also reduce the available space for street trees, lighting, and street furniture.

As redevelopment or new development allows, minimum driveway widths and frequencies should be promoted as permitted by the City's zoning ordinance. Wherever possible, entrances should be consolidated such that multiple users share a common curb cut for vehicular access. The ramp portion of a drive entrance should be located within the utility zone where possible. Driveways should also be spaced at a minimum of 200 feet to reduce the amount of curbside parking eliminated.

PARAMOUNT / ROSECRANS JUNCTION ENHANCEMENTS

While the WSAB LRT will be grade separated at the intersection of Paramount Boulevard and Rosecrans Avenue, the freight railroad tracks are expected to keep running diagonally through the intersection. No railroad gates are currently present but crossing guards are deployed when freight trains are crossings (aided by blank out signs at the intersection). It is recommended to redesign this crossing to bring it up to modern safety standards which include pedestrian crossing gates and exploring prioritized pedestrian safety.

5.4 BICYCLE CIRCULATION

5.4.1 BACKGROUND

In the SPA as well as the larger Paramount area there are no existing bicycle lanes despite the presence of bicycle users in the City. A 24-hour multi-modal traffic survey (carried on July 8, 2021) showed about 200 bicyclists at the Paramount/Rosecrans intersection. However, despite being less than 1% of the overall traffic, bicycle collisions in the SPA account for about 10% of the overall collisions for the 5-year period of 2015 to 2019.

The Bellflower-Paramount Active Transportation Plan proposes several facilities to help improve the bicycling and walking environment. In the SPA vicinity these include (i) a bicycle path along the WSAB rail corridor, (ii) Class III bicycle routes along Anderson Street, McClure Avenue, Orizba Avenue (south of Rosecrans) and Howe Street with bike boulevard markings, wayfinding signage, and high-visibility crosswalks at major intersections, and (iii) exploring the possibility of converting the sidewalk on south side of Rosecrans Avenue between Orizaba and Anderson to a multi-use path for bikeway connection between Anderson Avenue and WSAB multi-use path as shown in Figure 5.7.

In addition to the connectivity enhancements noted earlier (the WSAB bike path and the Arthur Avenue connection to the I-105/C Line Station), the WSAB DEIR proposes bike hubs at the WSAB station locations for access to and from local destinations based on the demand. The Paramount/Rosecrans bike hub may include bicycle racks, lockers, and secure bike parking in addition to on-call mechanics and access to onsite Metro staff.

FIGURE 5.7 - BELLFLOWER-PARAMOUNT ACTIVE TRANSPORTATION PLAN IMPROVEMENTS MAP

Source: Bellflower-Paramount Active Transportation Plan

5.4.2 BICYCLE IMPROVEMENTS

The Specific Plan implements a bicycle network in the area that builds on the Bellflower-Paramount Active Transportation Plan, the WSAB plans for bike hubs at the station, as well we the Station Area Vision Plan (see Figure 5.8).

The City of Paramount should continue to invest locally in bicycle infrastructure leveraging state and federal funding sources. This section presents the recommended bicycle improvements to be considered as part of the SPA redevelopment.

BIKE LANES

Paramount Bike Trail: The City of Paramount has recently received a grant to extend the Paramount/Bellflower Trail in

FIGURE 5.8 - BICYCLE IMPROVEMENTS MAP

Map by: Gruen Associates; Data Sources: Metro, City of Paramount, and City of South Gate

FIGURE 5.9 - PARAMOUNT BLVD. NORTH OF ROSE ST. – EXISTING CROSS SECTION

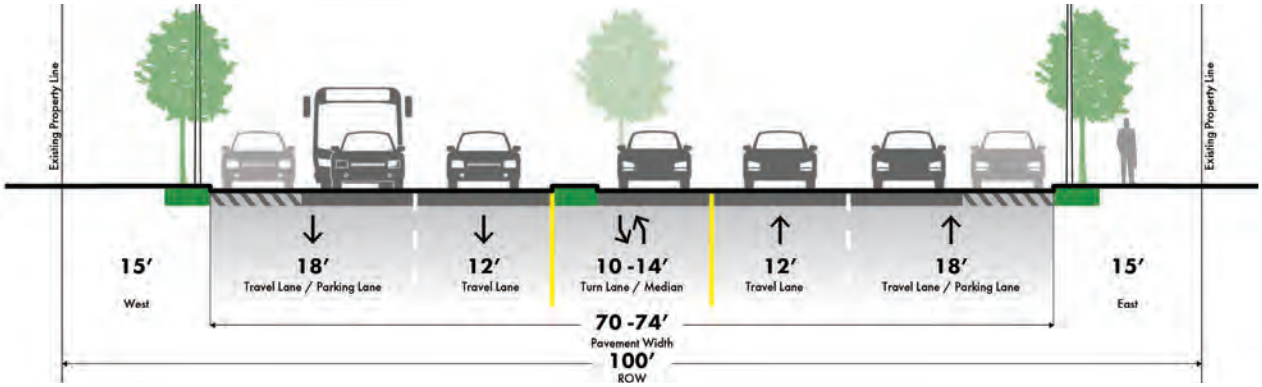
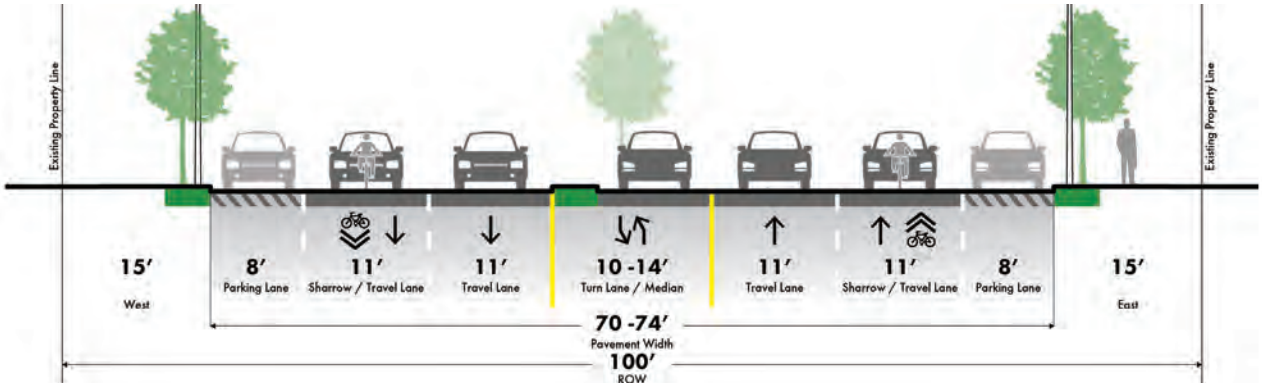


FIGURE 5.10 - PARAMOUNT BLVD. NORTH OF ROSE ST. – PROPOSED CROSS SECTION



Source: Gruen Associates & GTS

the WSAB corridor from Somerset Boulevard to Rosecrans Avenue, which will help link the city to the Los Angeles River trail. The trail, which passes along the WSAB Transit Corridor before it continues north, will merge with the future WSAB corridor trail near the Paramount/Rosecrans station. These two regional trails, once completed, will provide critical connections for residents of the neighborhood who will have the option to commute, shop, and recreate by bike.

The bike connection at Orizaba was also recommended in previous plans including the Bellflower Paramount ATP as it is critical to provide connection between the area north of Rosecrans and the Paramount Bike Trail. Now with the Paramount/Rosecrans WSAB station being elevated, it might be the case that a retaining wall is constructed that may impact this connection. However, the DEIR (as part of Mitigation Measure LU-1 / Consistency with Bike Plans) proposes realigning the Paramount Bike Trail between Downey and Rosecrans to the north side but within the Pacific Electric ROW. If the Paramount Bike Trail is not realigned to be north of the rail line then other alternatives will need to be investigated for connectivity.

Paramount Blvd Improvements: Paramount Boulevard is identified as a truck route in the Paramount General Plan, which could be an obstacle to implementing bicycle routes along this corridor. However, it is highly recommended the City remove the "truck route" designation from Paramount Boulevard given (i) the low truck volumes, (ii) the City of South Gate has removed the truck designation of Paramount Boulevard north of the SPA, and (iii) an alternate corridor is present in the City of Paramount along Garfield Avenue.

Removing the designation will support the residential and mixed-use character of the corridor and its connection to the future Paramount/Rosecrans station. It should be noted that a recent count (July 2021) showed only 130 trucks on Paramount Boulevard during the 24-hour period of the survey with most of the trucks going between Paramount Boulevard and west side of Rosecrans Avenue which could easily be re-routed to Garfield Avenue.

Removing the truck designation also allows for traffic calming measures on Paramount Boulevard which include reduced lane widths and bicycle lanes for segments north and south of Rosecrans Avenue. Wide sidewalks coupled

with consistent street trees further reinforce a multi-modal pedestrian friendly environment.

The improvements are illustrated in two typical cross sections on the following pages (Figure 5.9 through Figure 5.13). In particular, Paramount Boulevard between Rose Street and Rosecrans Avenue could benefit from wider sidewalks. Two options exist as noted earlier. Option 1 (Figure 5.12) would include requiring new development to dedicate space in the front setback that can be used to widen the sidewalks and reconfiguring the roadway to include bicycle lanes. Option 2 (Figure 5.13) would require reconfiguration of the roadway to reduce the pavement width in order to accommodate wider sidewalks. Option 1 is preferred for new development where existing or new building setbacks permit. Where existing buildings lack the necessary setback area, Option 2 is preferred.

BICYCLE DETECTION AND BOXES

Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection occurs either through the use of push buttons or by automated means (video detection).

A bicycle box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

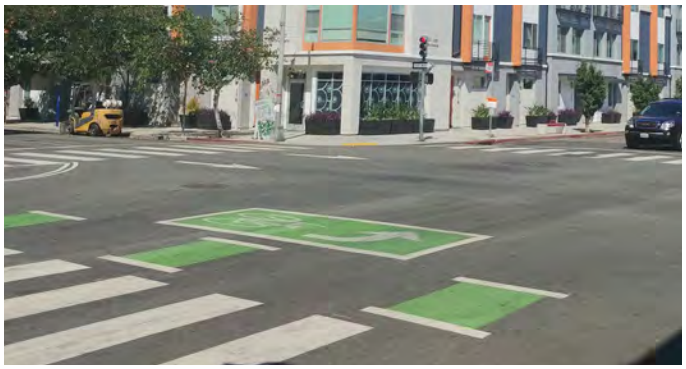
Both bicycle detection and bicycle boxes should be utilized at the signalized intersections as the North Paramount Gateway streets are being rehabilitated.

SIGNAGE AND WAYFINDING

The SPA will benefit from signage and wayfinding on all streets and bicycle routes to identify routes for users of rolling modes, provide destination information and branding, and to inform all users of changes in roadway conditions.

BICYCLE PARKING

Additional bike parking facilities should be provided at numerous locations in North Paramount Gateway to provide safe opportunities for cyclists to park and leave their bikes while they walk along key streets, which will further encourage and facilitate the use of bicycles.



Bicycle box at intersection to improve bicyclist visibility

Bicycle parking located near transit shelter to encourage intermodal connectivity

Bicycle spaces are required as part of the development standards and should be provided in readily accessible locations that are highly visible in order to ensure personal safety and protect against theft. Bicycle parking is especially encouraged near major activity centers, commercial hubs, and Paramount Park.

BICYCLE HUBS

Bicycle hubs, which would include Bike Share Stations, have been recommended as part of the WSAB DEIR and may take the form of full-service Metro Bike Hubs (similar to those at Union Station and El Monte) or simple fix-it stations with outdoor bicycle storage. Ultimately, the goal is to provide amenities that will encourage more people to use bicycles as a first/last mile connection to the station.

ELECTRIC BIKES AND SCOOTERS

The City may want to consider adopting policies to regulate and provide infrastructure for the emerging micro-mobility

FIGURE 5.11 - PARAMOUNT BLVD BETWEEN ROSE STREET TO ROSECRANS AVENUE – EXISTING CROSS SECTION

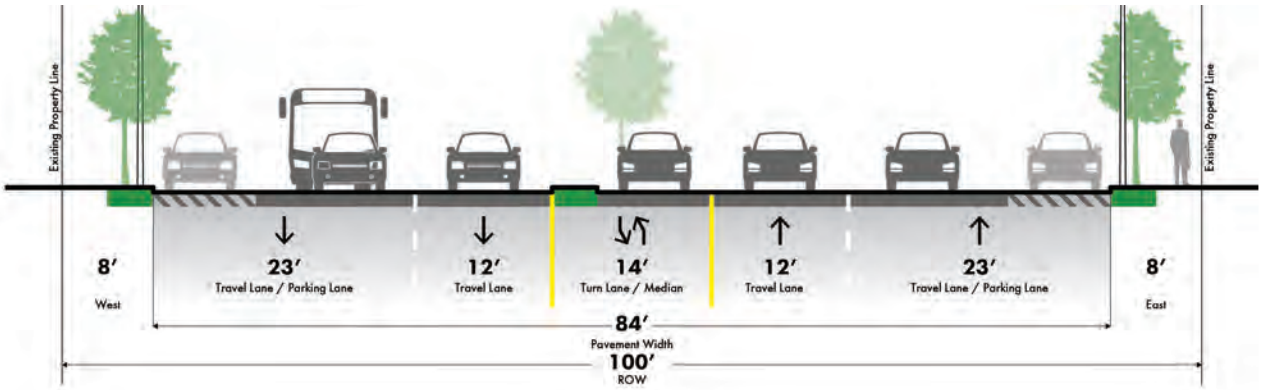


FIGURE 5.12 - PARAMOUNT BOULEVARD BETWEEN ROSE STREET TO ROSECRANS AVENUE – PROPOSED CROSS SECTION (OPTION 1)

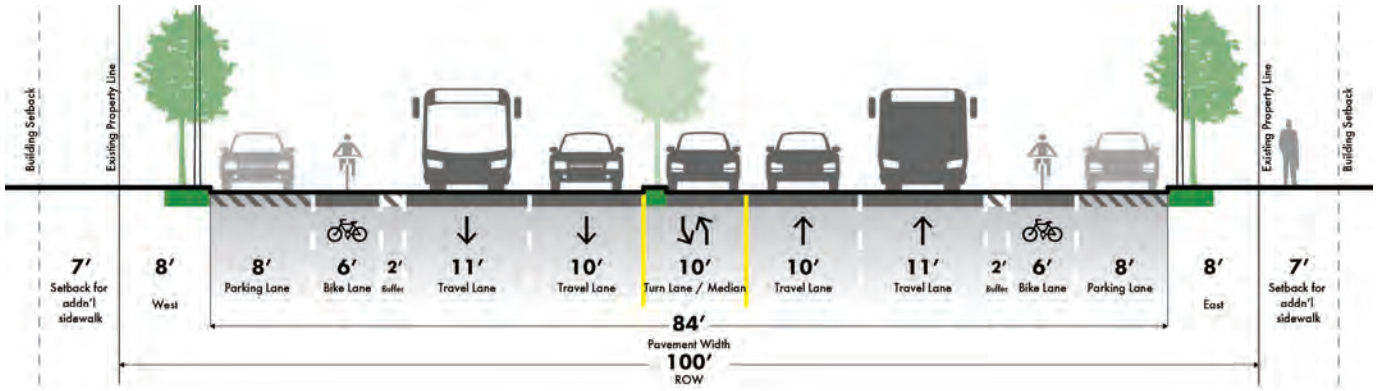
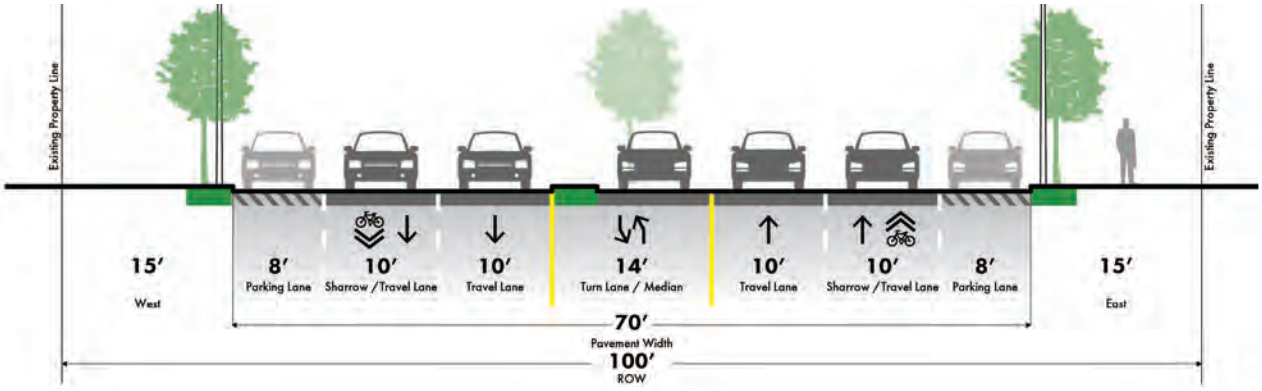


FIGURE 5.13 - PARAMOUNT BOULEVARD BETWEEN ROSE STREET TO ROSECRANS AVENUE – PROPOSED CROSS SECTION (OPTION 2)



Source: Gruen Associates & GTS

modes that has recently taken root in other cities across the County. These modes, whether privately-owned or managed by a company for public use, could provide a new, attractive first/last mile connection to transit, if properly regulated and implemented. New bicycle facilities throughout the station area could double as key routes for electric scooters as well into the future.

PROGRAMS

A variety of programs can enhance the overall cycling environment by: educating and encouraging residents, employees and visitors; enforcing laws that protect bicyclists; increasing transportation options; and maintaining the safety levels of the roadways to help establish a bicycling "culture" in Paramount. Examples of beneficial programs include educational programs; encouragement and promotional programs such as Safe Routes to School programs, "Bike to Work" weeks, shared bicycle programs, and recognition awards; and enforcement programs.

TRANSIT INTERFACE

Enhancing the interface with transit, whether buses or the future light rail, can increase the reach of any bicycle trip. This ranges from ensuring bike racks on buses and rail transit to bicycle parking (and other accommodations) at primary transit stops and stations.

5.5 VEHICULAR MOBILITY

Daily traffic volumes on Paramount Boulevard were found to be about 21,800 vehicles and those of Rosecrans Avenue are about 24,800 vehicles in July 2021 with through-traffic comprising the bulk of traffic volumes on both arterials. These volumes are comparable to 2017 numbers reported in the WSAB DEIR.

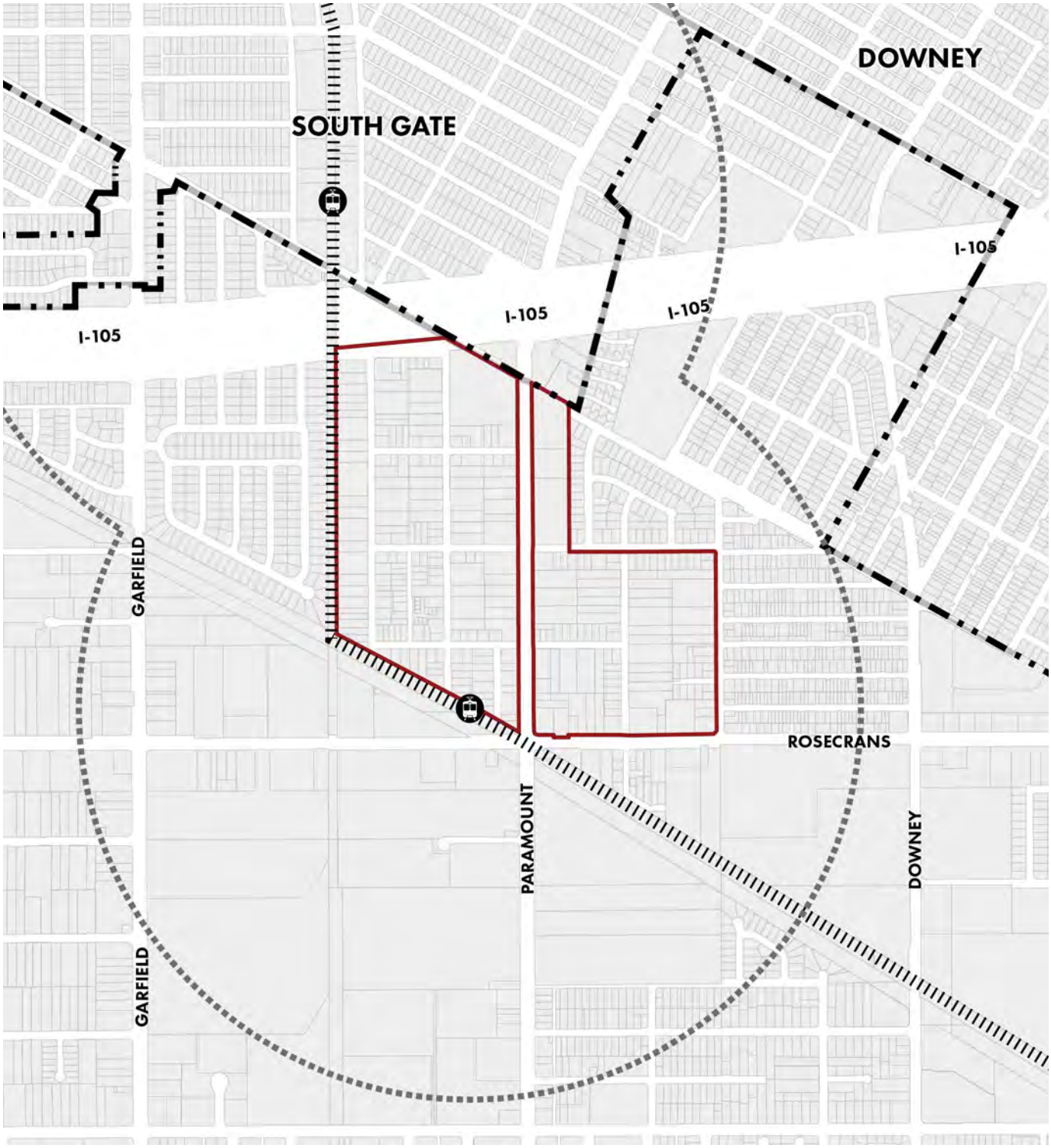
The WSAB DEIR evaluated delays and levels of service (LOS) at the Rosecrans/Paramount intersection (based on 2017 count data) and reported delays of about 55 seconds (LOS D) under existing peak hour conditions that raise to about 69 seconds (LOS E) under year 2042 peak hour conditions with and with-out WSAB (note that the WSAB Paramount/ Rosecrans station is grade separated). As such the DEIR does not recommend any vehicular-related improvements within the SPA.

However, starting July 1, 2020, analysis of the transportation impacts of new projects must look at vehicle miles traveled (VMT) as the metric for analyzing impacts under CEQA per the provisions of Senate Bill 743 (SB 743). Unlike LOS, with VMT the traffic impacts of projects must now be measured based on total travel rather than congestion at specific points such as intersections. VMT can be measured on a ratio basis (e.g., VMT per resident or per employee of a project) or total VMT generated by all project users. Therefore, reducing the vehicle miles driven by project users (whether through higher transit use, more walking and biking, reducing trip lengths, or promoting infill development) reduces greenhouse gas emissions.

Of relevance to this specific plan, is that a proposed land development project is presumed to have a less than significant VMT impact if the project is located within a half mile of a transit priority area (which is an area within one-half mile of a major transit stop) unless the project is inconsistent with the Regional Transportation Plan/ Sustainable Transportation Communities plan, has a floor-to-area ratio (FAR) less than 0.75, provides parking in excess of the City Municipal Code requirements, or reduces the number of affordable residential units. As the North Paramount Gateway SPA is wholly located within the half mile radius of the WSAB transit station (Figure 5.14), it is presumed that the specific plan will be able to exercise this exemption.

Moreover, residential, mixed-use residential, or employment center projects located within a transit priority area are exempt from evaluating the aesthetic and parking impacts of a project if they are consistent with the specific plan.

FIGURE 5.14 - WSAB STATION AREAS



Map by: Gruen Associates; Data Sources: Metro

5.6 PARKING

5.6.1 BACKGROUND

Within the SPA, most of the public parking takes place on-street. On-street parking is free and mostly without time restrictions except for street sweeping. The off-street parking spaces are associated with commercial uses and are reserved for the business patrons and/or employees. Limited bicycle parking facilities were observed in the SPA.

There are parking availability shortages in the SPA which were also verified by various site visits as well as available data. These shortages are mostly expressed during evening and nighttime hours when residents return home from work. Parking issues are attributed to various reasons including, among others, multi-generational households in the SPA, residents using on-street parking rather than garages to store their vehicles, multiple car-ownership where seldom-used cars are stored on the streets, insufficient parking code enforcement, limited access to alternative modes, and apartment units not providing enough parking for tenants leading to on-street parking.

The WSAB DEIR proposes a parking facility with 490 parking spaces (illustrated earlier in Figure 5.4) to be located southwest of the Paramount/Rosecrans Station. The DEIR also proposes monitoring transit impacts on parking demand and proposing parking management strategies.

5.6.2 PARKING IMPROVEMENTS

Parking is undoubtedly a major concern in the NPG SPA and parking management is key to improving parking conditions and supporting the economic and land use objectives. Parking Management refers to the tools that help address and ameliorate parking issues and their unintended consequences such as traffic congestion, land use impacts, and economic development impediments. The following are the recommended parking management interventions.

RIGHT-SIZE PARKING REQUIREMENTS

This specific plan recommends right-sizing parking standards given 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. The parking requirements are presented in Chapter 4.0 of the specific plan. In the SPA, right-sizing parking supports more efficient transportation options such as transit use and active transportation.

IMPLEMENT DEMAND STRATEGIES

The specific plan should require developments to implement travel demand management interventions, promote alternative modes, unbundle parking, among other considerations that impact the demand for parking. Parking demand management can provide various tools to reduce and manage the impact of on-street parking in the SPA by promoting a walkable and well-connected environment which features alternative means of travel.

There are various efforts going underway that can ultimately contribute to parking demand management, such as the active transportation projects, higher bus frequencies (Metro Next-Gen Bus Plan), and the upcoming WSAB LRT among others.

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. For example, in the context of the NPG SPA, underutilized off-street parking south of Rosecrans Avenue or the proposed WSAB station, parking might provide opportunities for joint use of parking.

While the current zoning code allows for shared parking, it requires developments requiring less than fifty off-street parking spaces to provide these spaces within one hundred fifty feet of the development. In order to facilitate the provision of parking supply, the parking requirements in the SPA may be met within 750 feet of the specified land use.

IMPLEMENT TIME-BASED STRATEGIES

These are strategies that use parking frequency, turnover, and time stays as part of a parking management toolbox. Currently no time limits exist in the SPA even along commercial corridors. This implies there is no consideration of the priority parker (business patron, employee, resident, etc.) in different locations at different times of the day. It is recommended to establish 2-hour time limits starting along Rosecrans Ave and Paramount Boulevard that can be adjusted guided by occupancy and turnover data. Key to successful time-based strategies is ensuring parking compliance through proper enforcement of established time limits.

Given the residential uses of the SPA, these parking strategies might need to be coupled with establishing residential parking permit zones that will exempt permanent residents from the established time limits.

Parking demand, location, and time strategies are typically easier to implement than pricing and supply strategies illustrated next.

IMPLEMENT PRICING STRATEGIES

These are strategies that consider paid parking programs and demand-based pricing. At this point the City has not considered pricing as a means of managing parking. Parking is free throughout NPG SPA.

As the SPA is redeveloped, pricing strategies can be considered to manage parking and ensure proper turn-over of on-street parking.

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.

6.0 Infrastructure Plan

6.1 BACKGROUND

The purpose of the Infrastructure Plan is to provide an overview of existing and planned infrastructure facilities, and to outline recommended infrastructure upgrades for the NPG SPA. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs based on build-out of the SPA.

The City of Paramount is approximately 4.84 square miles located in the southeastern portion of the Greater Los Angeles Area. The City is bordered by Compton and Lynwood to the west, Bellflower to the east, Downey and South Gate to the north, and Long Beach to the south. The NPG SPA is bounded by Denver Street/Century Boulevard to the north, Rosecrans Avenue to the south, the Union Pacific heavy rail right-of-way to the west, and Anderson Street to the east. The City's population is 54,776 (2012), and over the last two decades the City has seen a steady growth in residential, commercial/retail, and industrial development.

In anticipation of future adoption of a community benefit incentive policy which could allow for higher development densities than otherwise permitted per this Specific Plan, this analysis of infrastructure capacity looked at two scenarios: Base Scenario and Community Benefits. Since the Community Benefits Scenario would require more infrastructure than the Base Scenario, the Community Benefit Scenario build out rates were used for the infrastructure plan. Since development could occur almost anywhere within the study area, the highest density demands for the densest zone (mixed-use, high density) were assumed at 50 du/acre for Community Benefits.

6.2 SEWER SYSTEM

6.2.1 EXISTING CONDITIONS

The existing sewer mains, pump station and components in the City of Paramount are maintained by the Los Angeles County Consolidated Sewer Maintenance District (SMD). The sewer system ties into the Orange County Sanitation District (OCSD) main at the Arthur Avenue Trunk which collects and transports sewage to the two reclamation plants owned and operated by the OCSD.

The sewer system generally flows in a southwesterly direction throughout the City. The existing sewer mains are 8-inch diameter and are predominantly vitrified clay pipes (VCP). The OCSD maintains the 18-inch Vitrified Clay Pipe (VCP) line from south of Denver Street that transitions to a 21-inch VCP that continues southbound to Rosecrans Avenue. Additionally, there is the Ruther Avenue P.P Emergency Bypass 8-inch VCP line on Century Boulevard.

- **Arthur Avenue.** The trunk is an 8-inch VCP line between Denver Street to Rose Street flowing southbound. The OCSD has a 21-inch VCP line that extends north of the Glen Anderson Freeway to Rosecrans Avenue flowing southwest.
- **Laredo Avenue.** The trunk is an 8-inch VCP line mid-block between Rose Street and flowing north to Howe Street.
- **McClure Avenue.** The trunk is an 8-inch VCP line between Denver Street to the end of the street flowing southbound.
- **Pearle Street.** The trunk is an 8-inch VCP line between Paramount Boulevard to Arthur Avenue flowing westbound.
- **Howe Street.** The west side of the SPA between Paramount Boulevard to Arthur Avenue flows westbound. At the east end of the specific plan boundary between Anderson Street to Paramount Boulevard there is a 8-inch VCP trunk line flowing to the west.
- **Rose Street.** The west side of the SPA between Paramount Boulevard to Arthur Avenue connects to the OCSD 21-inch VCP line and flows west. From Orizaba Avenue to Paramount Boulevard there is a 8-inch VCP trunk line flowing to the west.
- **Paramount Boulevard.** The trunk is an 8-inch VCP line flowing southbound to Rosecrans Avenue.
- **Rosecrans Avenue.** Mid-block west of Orizaba Avenue there is a 12-inch VCP line that transitions to an 8-inch VCP trunk line flowing to the west. East of Orizaba Avenue
- **Orizaba Avenue.** Between Howe Street to Rosecrans Avenue there is an 8-inch trunk flowing southbound.
- **Anderson Street.** Between Howe Street to Rosecrans Avenue there is an 8-inch trunk line flowing southbound.

The cumulative sewage effluent by each Tributary Area has been calculated using the Zoning Coefficient for runoff provided for a typical sewer area study by the Los Angeles County Department of Public Works (LACDPW) Land Development Division. All existing sewer mains in the study area are 8-inch in diameter. Using the minimum allowable slope of 0.40%, the design capacity for the existing sewer mains are at least 0.38 cfs.

Sewer laterals are sewer pipes which connect with buildings with sewer mains that run in the street. In general, new or upgraded sewer laterals are required for new buildings, with the cost of the installation borne by the developers.

6.2.2 RECOMMENDATIONS

Based on the analysis on the capacity and capability to meet future demand (Community Benefits) of the Paramount study area, an assessment of the existing sewer line was re-evaluated for the increase demand and the outcome of the analysis are as follows:

- **Rose Street.** The west side of the SPA between McClure Avenue to Arthur Avenue, the existing 8-inch VCP should be upgraded to a minimum pipe size of 10-inch VCP.
- **Paramount Boulevard.** The existing 8-inch VCP line flowing southbound from Rose Street to Rosecrans

Avenue should be upgraded to a minimum pipe size of 10-inch VCP.

- **Rosecrans Avenue.** Existing 12-inch VCP line west of Paramount Boulevard is capable to carry the additional capacity of the future development.

- The rest of the existing 8-inch sewer mains are capable to carry the additional capacity of the future demand.

6.3 WATER SYSTEM

6.3.1 EXISTING CONDITIONS

Approximately 6,000 acre-feet of water is supplied by the City's three water wells, two imported water connections through the Metropolitan Water District, and recycled water from the Central Basin Municipal Water District (CBMWD). The City pumps from the Central Groundwater Basin which they own Water Rights allowing them to pump 5,883 Acre feet per Year (AFY) plus 20% carryover rights. The City's water department provides potable water services for landscape irrigation and industrial uses within the SPA. The City Water transmission and distribution system includes approximately 130 miles of water lines, 7,500 metered connections, 1,200 fire hydrants, and 2,750 isolation valves.

Per-and poly-fluoroalkyl substances (PFAS) are a larger group of human-made substances that include per flourooctane sulfonate (PFOS), perfluorooctanoate (PFOA) and other chemicals. PFOS are human-made chemicals such as Scotchgard, Teflon, fast food packaging, and fire-fighting foam and other materials developed to resist water, grease, or stains. PFAS are entering the Orange County Groundwater basin through the Santa Ana River which infiltrates into the basin. The original source of the PFAS chemical entering the basin stem from chemical manufacturers such as 3M and DuPont. The City's water Well #14 has high levels of perflourooctane sulfonate (PFOS); testing at an average level of 7.9 parts per trillion (ppt) which is higher than the notification level (NL) of 6.5 ppt but far lower than the response level (RL) of 40 ppt which would require action be taken or further monitoring of the well. The unit part per trillion equates one drop of water in 42 million gallons of water. In abundance of caution, the City voluntarily closed Well #14 on February 20,2020 to complete required preventative maintenance. Moving forward the City will be conducting quarterly PFOS testing at Well #14 for one year to monitor and create a plan for PFAS remediation.

In July 2020, the City broke ground and is constructing their fourth water well, #16 which is estimated to be pumping water by Fall 2021. Water well #16 will allow the City to provide a more consistent water supply and reduce their demand on imported water. Also in the works is the City's revised Urban Water Management Plan for 2021.

- **Arthur Avenue.** The trunk main is a 12-inches cast iron line from Denver Street to Rose Street.
- **Laredo Avenue.** The trunk main is an 8-inch line from Howe Street to Rose Street.
- **McClure Avenue.** The trunk is an 8-inch line from Denver Street to the end of the street.
- **Denver Street.** The trunk main is a 4-inch line from McClure Avenue to Arthur Avenue.
- **Pearle Street.** The trunk main is an 8-inch line from Paramount Boulevard to Arthur Avenue.
- **Howe Street.** The trunk main is a 12-inch line from Orizaba Avenue to Paramount Boulevard and transitions to a 14-inch trunk past Arthur Avenue.
- **Rose Street.** The trunk main is an 8-inch line from Arthur Avenue to Paramount Boulevard.
- **Paramount Boulevard.** The trunk main is a 12-inch line from Century Boulevard to Rosecrans Avenue.
- **Rosecrans Avenue.** The trunk main is a 16-inch and 6-inch line from Anderson Street to west of Paramount Boulevard.
- **Orizaba Avenue.** The trunk main is a 6-inch line from Howe Street and transitions into a 16-inch line before Rosecrans Avenue.
- **Anderson Street.** The trunk main is a 12-inch and 8-inch line from Howe Street to Rosecrans Avenue.

6.3.2 RECOMMENDATIONS

Currently the City's water system can accommodate existing demands and they do not anticipate any issues with meeting future water demands.

6.4 STORM DRAIN SYSTEM

6.4.1 EXISTING CONDITIONS

Stormwater and urban runoff transfer sediments, airborne chemicals, pet waste, fertilizers, trash, oils, and automobile fluid flow into the storm drains which flow to local watersheds untreated. The Los Angeles County Flood Control District (LACFCD) owns and operates 2,800 miles of underground storm drains within the Los Angeles County. In 1984, The Flood Control District entered into an operational agreement with the los Angeles County Department of Public Works transferring planning and operational activities to the Department of Public Works. Public Works Flood Maintenance and Water Resources Divisions, respectively, oversee its maintenance and operational efforts. The City of Paramount is part of the Lower Los Angeles River Watershed Management Group which drains to the Los Angeles River and the Los Cerritos Channel.

The LACFCD storm drainage system includes:

- **Line A.** 30-inch RCP main on Rosecrans Avenue
- **Line A.** 72-inch RCB on Paramount Boulevard
- **Line A.** 48-inch and 72-inch Reinforced Concrete Box (RCB) on Rosecrans Avenue
- **Line D.** 48-inch RCP on Racine Avenue
- **Line E.** 84-inch Reinforced Concrete Pipe (RCP) main on Paramount Boulevard
- **HollyDale A Line.** 48-inch and 72-inch RCB on Rosecrans Avenue
- **HollyDale A Line.** 81-inch RCP on Arthur Avenue
- 30-inch RCP line on Century Boulevard east of Paramount Boulevard

6.4.2 RECOMMENDATIONS:

There are no recommendations to upgrade the existing storm drain system within the Paramount Study Area.

6.5 ELECTRICAL SYSTEM

6.5.1 EXISTING CONDITIONS

The Southern California Edison (SCE) Company is the electrical purveyor for the City of Paramount. Edison's existing electrical facilities are mostly overhead and underground conductors. The overhead conductors share poles with telecommunications and cable TV facilities.

- **Arthur Avenue.** There are high voltage overhead conductors from Denver Street to Rose Street.
- **Laredo Avenue.** There are high and low voltage overhead conductors from Howe Street to Rose Street.
- **McClure Avenue.** There are high voltage overhead conductors from Denver Street to end of the street.
- **Pearle Street.** There are high and low voltage overhead conductors from Paramount Boulevard to Arthur Avenue.
- **Howe Street.** There are high and low voltage overhead conductors between Orizaba Avenue to Arthur Avenue. East and west of Paramount Boulevard there are high voltage underground conductors.
- **Rose Street.** There are high and low voltage overhead conductors from Orizaba Avenue to Arthur Avenue.
- **Paramount Boulevard.** There are high voltage underground conductors running from above Century Boulevard through to Rose Street.
- **Rosecrans Avenue.** There are high and low voltage overhead conductors from Orizaba Avenue through past the Union Pacific Railroad. Also, there are high voltage underground conductors on the south side of Rosecrans Avenue east and west of Paramount Boulevard.
- **Anderson Street.** There are high voltage overhead conductors between Howe Street to Rosecrans Avenue.

6.5.2 RECOMMENDATIONS

The decision to upgrade the power supply facilities and the number of upgrades to meet the demand of future development will be determined by SCE in coordination with the City after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis.

Most of the electrical distribution facilities in the Paramount study area are aerial facilities. It is recommended that existing aerial electrical facilities be placed underground whenever funding is available. Underground electricity provides higher reliability, is safer in general and is also less unsightly. One of the potential funding mechanisms is CPUC Rule 20. CPUC Rule 20 is a set of policies and procedures established by the CPUC to regulate the conversion of overhead electric equipment to underground facilities, a process often referred to "undergrounding." Rule 20 determines the level of ratepayer funding for different undergrounding arrangements.

CPUC RULE 20

Under Rule 20, undergrounding projects are financed by utility rate money, combined rate funds and local tax proceeds, or private funds, depending on whether Rule 20A, Rule 20B or Rule 20C provisions apply.

- **Rule 20A.** Rule 20A projects are paid for by all SCE customers and ratepayers, not just those who live in locations where facilities will be undergrounded. To qualify for full funding through utility rate proceeds, projects must produce a benefit to the general public, not just customers in the affected area, by satisfying one or more of these criteria:
  - » The location has an unusually heavy concentration of overhead facilities.
  - » The location is heavily traveled.
  - » The location qualifies as an arterial or major collector road in a local government's general plan.
  - » The overhead equipment must be located within or pass through a civic, recreational or scenic area.

Using CPUC formulas, SCE allocates rate funds to communities for undergrounding based on previous allocations, the ratio of customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Local governments use these formulas to project allocations, which allow them to prioritize projects and develop project schedules. Because funds are limited, local governments sometimes must wait and accumulate their allocations before starting an undergrounding project.

- **Rule 20B.** If an area is not eligible for Rule 20A, or if local government cannot or chooses not to rely on the Rule 20A allocation process, Rule 20B allows rate funds to subsidize an undergrounding project. The subsidy includes an amount equal to about 5-20% of the total cost. The remaining cost is funded by local governments or through neighborhood special assessment districts.
- **Rule 20C.** Rule 20C enables property owners to pay for undergrounding electric lines and equipment if neither Rule 20A nor 20B applies.

It is also worth noting that, prior to any undergrounding process, SCE will take the lead in contacting the other low voltage utilities that might be sharing the power poles with SCE aerial facilities, such as the telecommunication providers (AT&T and Spectrum) and cable TV provider (Spectrum) to coordinate and execute a joint trench. During this process, SCE will also reach out to the City's Public Service Counter for their assistance in contacting and coordinating with the aforementioned utility providers.

It is recommended that prior to approving new development, the City should contact SCE regional manager for the Paramount study area and set up an inspection at the new development site in order to determine whether the existing aerial SCE facilities in the area qualify for Rule 20A funding.

6.6 NATURAL GAS SYSTEM

6.6.1 EXISTING CONDITIONS

The Southern California Gas Company (SoCalGas) is the only natural gas purveyor for the residents and businesses in the City of Paramount. The entire SPA has an extensive natural gas network with sufficient and comprehensive coverage. All the parcels within the SPA have access to natural gas. The existing pressurized gas lines within the project area range from 1-inch to 4-inch lines. Lateral connections to residential and commercial customers range from ½-inch to ¾-inch plastic lines.

The SoCalGas existing infrastructure has no reported system deficiencies and can accommodate new residential and commercial services.

- **Arthur Avenue.** There is a 2-inch trunk line from Denver Street to Rose Street.
- **Laredo Avenue.** There is a 2-inch trunk line from Howe Street to Rose Street.
- **McClure Avenue.** There is a 2-inch trunk line from Denver Street to Rose Street.
- **Pearle Street.** There is a 2-inch trunk line from Arthur Avenue to Paramount Boulevard.
- **Howe Street.** There is a 2-inch trunk line from Arthur Avenue to Paramount Boulevard. East of Paramount Boulevard there is a 2-inch trunk line to Anderson Street.
- **Rose Street.** There is a 2-inch trunk line from Arthur Avenue to Paramount Boulevard. East of Paramount Boulevard there is a 2-inch trunk line to Orizaba Avenue.
- **Paramount Boulevard.** There is a 4-inch trunk line from north of Century Boulevard to Rosecrans Avenue.
- **Rosecrans Avenue.** East of Paramount Boulevard there is a 4-inch trunk line that transitions to a 3-inch line to Orizaba Avenue and transitions back to a 4-inch trunk line past Anderson Street.
- **Ruther Avenue.** There is a 2-inch trunk line south of Century Boulevard to Howe Street.
- **Anderson Street.** There is a 2-inch trunk line from Howe Street to Rosecrans Avenue.

6.6.2 RECOMMENDATIONS

The analysis on the capacity and capability to meet future demand will be conducted by The Southern California Gas Company (SoCalGas) in coordination with the County upon submittal of building plans by developers.

6.7 TELECOMMUNICATIONS SYSTEM

6.7.1 EXISTING CONDITIONS

The Paramount study area is within the service area of AT&T and Spectrum, both of which are private utility companies. The current local telecommunications network lacks the high speed internet service that will be in demand by future businesses and residents in the area.

AT&T fiber offers technology that powers their fastest internet service with fast upload and download speeds. Distance is a major factor that limits the availability of internet speeds on copper-based networks because they use electrical signals which weaken as they travel over a distance. The farther from a network node, the slower the maximum speed is available. Fiber technology uses light waves to transmit data at high speeds, regardless of their distance from a network node. AT&T fiber is available to 12.5 million homes by 2019.

AT&T has aerial, buried, underground, and conduit assets within the project purview. AT&T aerial lines are either cable or fiber optic and are attached to utility poles on the streets that service residential and commercial customers. Buried lines are copper cables that are straight buried without conduit. Underground lines are copper cables inside conduit. Conduit lines are fiber optic cable inside conduit. The normal size of all these conduits are 4 inches and are placed 30—36 inches underground.

AT&T has conduit lines running along Paramount Boulevard from Denver Street to Rosecrans Avenue and along Rosecrans Avenue between Arthur Avenue to Anderson Street. There are also sparse conduit assets along Howe Street and Rose Street from Paramount Boulevard to Anderson Street.

Spectrum offers internet, TV, home phone service, and mobile over its broadband network to 44 states to an estimated 102.7 customers. Spectrum currently only offers cable internet within the City of Paramount. Plans and internet speeds vary greatly between areas, all cable service is provided through coaxial cable to deliver fast and reliable internet connections.

Spectrum has underground facilities along Paramount Boulevard from Denver Street southbound to Rosecrans Avenue. There are also a few underground lateral connections on McClure Avenue between Denver Street to Rose Street and Orizaba Avenue between Howe Street to Rosecrans Avenue.

6.7.2 RECOMMENDATIONS

The local telecommunication system providers will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demands within the study area will be conducted after building plans are submitted by developers.

If there is "undergrounding" of existing aerial telecommunication facilities, SCE will reach out to AT&T or Spectrum and coordinate a joint trench. To save on costs, the telecommunication company is likely to participate in the joint trench operation. SCE will dictate the layout of the trench, and the telecommunication lines would follow.

7.0 Implementation Plan

7.1 BACKGROUND

With the future arrival of the proposed West Santa Ana Branch transit line (WSAB), the North Paramount Gateway Specific Plan is primed for revitalization as a node of inclusive, sustainable, and mixed-use transit-oriented development. Grounded in the market realities of residential, retail, and office land uses, this implementation plan offers strategies to address existing challenges in the Specific Plan Area (SPA), prepare the SPA for inclusive growth, and help the SPA capitalize on an incoming transit amenity.

7.1.1 SUMMARY OF EXISTING CONDITIONS AND MARKET STUDY

URBAN DESIGN

The SPA is largely comprised of 1- to 2-story buildings, most of which are multi-family residential along tree-lined streets. Street tree gaps exist primarily in the residential area east of Paramount Boulevard, but wide parkways and sidewalks do exist. Paramount Boulevard includes a tree-lined landscaped median and wide sidewalks with mature street trees on the northern end, creating a comfortable walking environment, but has more constrained sidewalks near the Rosecrans intersection. The average development along the major corridors (Paramount Boulevard and Rosecrans Avenue), primarily of 1- to 2-story buildings with a mix of auto-oriented retail and commercial uses and some multi-family residential interspersed in between, are either setback from the sidewalk with parking at the front or are walled off from the street. This diminishes the pedestrian experience, and together with an inconsistent pattern for sidewalks and/or parkways makes the pedestrian conditions challenging for walkability, multimodal accessibility, and safety. Implementation of the Specific Plan land use regulations and development and design standards will improve walkability, accessibility, and safety within the SPA and foster transit-oriented development.

RESIDENTIAL

The North Paramount Gateway SPA is largely residential, and nearly 79% of dwelling units are occupied by renters (see Table 7.1). Despite the area's multi-family zoning, almost 38% of housing units in the SPA are single-family, 56% of which are occupied by renters. In the Gateway Cities, there is unmet demand for an estimated 31,800 housing units based on 2045 SCAG projections, 200-350 of which could realistically be captured by the SPA. Importantly, around 50-70% of these new units would need to be affordable at moderate and low-income levels to avoid displacement.(1)

Table 7.1 - Residential Inventory

Tenure	SPA	City of Paramount	Los Angeles County
Owner	366	5,569	1,514,629
Single-Family	282	4,847	1,376,271
Multi-Family	84	722	138,358
Renter	1,341	8,883	1,791,480
Single-Family	361	4,111	530,430
Multi-Family	980	4,772	1,261,050
Total	1,707	14,452	3,306,109

Source: 2018 ACS 5 Year Estimates

RETAIL

With only nine dedicated retail buildings, the North Paramount Gateway SPA is not a major retail hub. Projected future unmet retail demand is small in the SPA, ranging from 16,000-22,000 SF—or about three to five stores—by 2045 (see Table 7.2). That said, there is leakage in the SPA's 1-mile retail market and significant retail services that are lacking, like financial and grocery as shown in Figure 7.1. Redevelopment of the 46-acre swap meet site may add commercial space that recaptures some of this leaked retail demand and/or can draw informal retail into the SPA.(1)

OFFICE

Office is the least prevalent land use in the SPA with just three dedicated buildings. All of this office is resident serving, specifically dental and realty, rather than employment-

(1) HR&A Advisors, July 2021. North Paramount Gateway Specific Plan Market Study.

FIGURE 7.1 - 1-MILE RETAIL GAP

Source: ESRI

Table 7.2 - Local-Serving Office Demand

Estimated Study Area Office Demand from Projected Local Resident Growth	Change 2020-2045	
	Low	High
Projected Population Change in Paramount [1]	3,937	6,472
Demand for Financial Institution Branch Space	5,117	8,413
Demand for Other Local-Serving Office	14,959	24,592
Total Resident-Based Office Demand	20,076	33,005
Total Study Area Capture	**4,692**	**7,713**

Source: HR&A Advisors

based. Based on population growth, the SPA could absorb between 4,700-7,700 SF of resident-serving office by 2045. Importantly, there are specific services that could benefit the area, like medical and financial services.[1]

7.2 IMPLEMENTATION FRAMEWORK

These current market conditions illustrate the SPA's land-use challenges and inform the North Paramount Gateway Specific Plan's Visions, Goals, and Objectives. In order to organize these visions and goals into a set of actionable strategies, this Implementation Plan addresses the following overarching implementation objectives that support the broader land use vision and associated strategies:

A. **Attract focused mixed-use and residential development**

   To accommodate the projected 2045 population growth and the potentially accelerated growth that could accompany the WSAB, the SPA needs new residential and mixed-use development. Through land use policy that allows for streamlined development, location-appropriate density, and shared parking, the SPA can reduce barriers to development and make the area more attractive to developers.

B. **Preserve and create affordable housing**

   Beyond the existing unmet demand for affordable housing in the SPA, new development can create displacement risk. Affordable housing production and feasible inclusionary housing policy are crucial to prevent displacement.

C. **Invest in public realm and civic infrastructure**

   To facilitate catalytic development, the City must invest in supporting infrastructure. Streetscapes, public space, and shared parking not only help attract potential developers and increase real estate values to make development more feasible, but they can also help achieve several tenets of transit-oriented design, like walkability and varied curbside uses.

D. **Improve retail offerings and attract missing services**

   The quality and diversity of retail offerings impact real estate values, developer interest, and residents', employees' and visitors' interactions with the neighborhood. 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.

Using these goals as a guide, the following strategies leverage land use policy, affordable housing incentives, value creation and capture, and investment in the public realm to address the administration and implementation of key elements of the North Paramount Gateway Specific Plan.

Table 7.3 - Implementation 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. **Streamline development approvals framework and prepare clear public-facing documentation of entitlement processes and other tools available to support development** Streamlining approvals helps encourage development by reducing the timeline for development. Initial land and entitlement costs are challenging to finance, and the sooner that a developer can receive permits and complete construction, the greater their financial rate of return; this makes projects more attractive compared to other locations or investment types. Marketing the relevant funding and financing tools from the sources included at the end of this implementation plan could be the first step to increasing developer interest.
Mid/Long-term	**Engage businesses to determine interest in establishing a BID around the study area and redeveloped swap meet site to support capture of retail demand** Funded by a special levy on businesses, a business improvement district (BID) can help promote and improve existing retail as well as attract new high-quality retail by using marketing, programming, streetscape enhancements, and more. Since businesses will have to agree to the implementation of a BID, it is best to gauge interest as the corridor begins to attract more commercial uses. **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.
Affordable Housing - Support the development of mixed-income and 100% affordable housing	
Short-term	**Explore grant funding programs for a feasibility study to establish an inclusionary housing policy that applies to projects of an appropriate size** Mandating set-aside affordable units in larger developments will help combat the displacement that can accompany redevelopment. By commissioning a feasibility study, the City can determine an appropriate project size threshold for the application of this policy, to ensure the creation of affordable units without undermining feasibility. Funding may be available from the California Department of Housing and Community Development, the Southern California Association of Governments, and others. **Encourage use of the State of California's Density Bonus to support mixed-income development** Encouraging the use of the State Density Bonus by developers could facilitate the development of affordable units and ensure that higher density residential development is feasible. This can help developers by creating additional value that offsets the cost of affordable units.

Table 7.3 - Implementation Strategies

Term	Strategy
Short/Mid/Long-term	**Market opportunities for the creation of 100% affordable housing along Paramount Boulevard** By marketing opportunities to potential non-profits, affordable housing developers, and brokers, the City can attract prospective affordable housing developers to the area, particularly as transit comes online which will make it easier to secure affordable housing funding. With relative advantages in terms of how these projects are funded, affordable housing developments could be important first movers that bring residential density, foster inclusivity, and support new retail.
Value Creation and Capture - Create funding streams for future improvements	
Short-term	**Explore the potential of a tax increment financing tool, such as an EIFD, around the study area to support broader infrastructure needs and affordable housing** While a CFD can be effective in the short- to mid-term to support individual development projects, an enhanced infrastructure financing district (EIFD) will increase funds over time by capturing the tax increment gained from increased property values. This tax increment will be separately allocated from the general fund to be used toward a specific set of capital investments that support long-term goals. Ideally, this boundary would be drawn around the swap meet site as well. See the Appendix (Section 8.2) for more information on EIFDs.
Mid/Long-term	**Perform financial analysis/nexus study to determine reasonable/feasible development fees that could be used to support plan goals and implement accordingly** Along with tax-based value capture mechanisms, development fees can also help raise revenue to fund project goals. That said, it is important to ensure that these fees do not unduly impede development that might otherwise occur. Performing these financial analyses early will provide a benchmark for feasible fees under both current and projected economic conditions, allowing the City to balance increasing revenues for project goals and enabling development. **Ease development requirements in exchange for specific community benefits that support plan goals** In addition to tax tools and development fees, developers may be willing to contribute community benefits if certain development requirements are relaxed allowing them to build larger buildings or receive more certainty for larger, phased development projects. If the City prepares an internal list of community benefit interests, potentially negotiable development standards and fixed requirements, they may be able to streamline the negotiation process. **Explore the potential of a CFD for the SPA and the adjacent swap meet site in coordination with ownership to support infrastructure for more dense mixed-use development** Higher-density mixed-use development will be helpful to meet the goals of the plan but may require infrastructure and associated low-cost financing to be financially feasible. A Community Financing District (CFD) could finance infrastructure investments levying a special tax on property owners but will require buy-in from either 2/3 of voters, or if the boundaries do not have enough voters, property owners to assess themselves in coordination with a redevelopment plan. Due to this 2/3 vote requirement, CFD boundaries are best drawn immediately around larger scale commercial redevelopment projects that have infrastructure needs. See the Appendix (Section 8.2) for more information on CFDs.

Table 7.3 - Implementation Strategies

Term	Strategy
Investment - Incentivize catalytic development by supporting infrastructure investments	
Short-term	**Inventory and market opportunity sites that offer potential for catalytic development, helping with acquisition where possible** Attracting interest to underutilized sites in key locations can be crucial to generate momentum and "first movers" that help revitalize the study area. Working with partners to develop these strategic catalyst sites in alignment with the goals of this plan can encourage new complimentary development nearby and can jumpstart economic growth. The Urban Land Institute and/or other architectural groups may be willing to bring together experts on a pro-bono or discounted bases to envision development programs for key sites for marketing use by the City. **Seek local, Metro, state, and federal funding to invest in streetscape and public open space improvements** Streetscapes and open spaces can be powerful economic and place-making tools. Streetscape and open space improvements can increase real estate values, increase walkability, promote active transportation, and make the City more attractive to prospective developers. In addition to ongoing programs at the local and state level, the City should position for potential funding through COVID recovery programs, such as the Infrastructure Investment and Jobs Act. **Work closely with Metro as they develop the WSAB Line and prepare first/last mile plan(s) for the Paramount / Rosecrans station area and to secure funding for these improvements** As Metro continues their planning process for the areas around the Paramount / Rosecrans station, the City of Paramount should be proactively involved in seeking partnerships and funding opportunities with Metro and other regional and transit agencies to help fund the anticipated public realm and infrastructure improvements. Adjustments may need to be made to accommodate the improvements identified in first/last mile plans produced by Metro.
Short/Mid/Long-term	**Identify public/private partnership opportunities for the City to support the upfront cost of a shared parking structure that is built, operated, and maintained by a private developer** Parking is a significant cost associated with new development. By supporting the upfront costs or financing of shared parking structures, the City can use those structures to ease the parking requirements associated with development without sacrificing parking capacity, which will make development more feasible. **Explore partnerships with community development organizations that can help attract services that are missing in the study area, like grocery, financial, medical, and educational facilities** Non-profit partners, community developers, and community development finance organizations can help attract and build important services that the study area needs. Attracting these services will increase quality of life in the study area. Consider opportunities to build and support local entrepreneurs, such as incubators that can help swap meet vendors expand their businesses permanently in Paramount.
Long-term	**Reclaim street parking spaces for retail seating, public space, bike lanes, bike share, and more** With parking diverted into shared structures, the City can reclaim a significant portion of public right-of-way for uses that align with the plan's goals. Transforming curbside space to incorporate retail seating, public seating, open space, bike share, and more can contribute to the study area's sense of place and create active transportation nodes.

7.3 SPECIFIC PLAN PROJECTS

The previous sections of the NPG Specific Plan recommend a variety of projects which, if completed, will enhance the SPA and will help to achieve the Specific Plan's vision and goals. These improvements have been summarized below in Table 7.4. The improvements are organized by these timescales:

- **Short Term.** 0 - 5 years
- **Medium Term.** 5 - 15 years
- **Long Term.** over 15 years (WSAB is assumed to take place in this period)

Table 7.4 - Specific Plan Projects

Name	Term	Location
Pedestrian Improvements		
Widening sidewalks in highly trafficked areas to be 10 feet to 15 feet	Medium to Long Term (as development occurs)	• Rosecrans Ave • Paramount Blvd
Constructing curb extensions at major intersections	Medium Term	• Paramount Blvd / Pearle St intersection • Paramount Blvd / Howe St intersection • Paramount Blvd / Rose St intersection • Paramount Blvd / Rosecrans Ave intersection • Rosecrans Ave / Orizaba Ave intersection
Adding new pedestrian crossings along with signalization improvements	Short Term	• Paramount Blvd / Pearle St intersection • Paramount Blvd / Rose St intersection • Rosecrans Ave / Orizaba Ave intersection
Enhancing Intersection Safety of Paramount / Rosecrans (rail gates)	Short Term	• Paramount Blvd / Rosecrans
Upgrading curb ramps in compliance with ADA guidelines	Short to Medium Term (along with Road rehabilitation Projects)	• All intersections and pedestrian crossing points
Implementing connectivity Enhancements	Long Term	• McClure Ave to WSAB Station • Rose St (Orizaba Ave and Anderson St) • Arthur Avenue Bridge Connections north and west

Table 7.4 - Specific Plan Projects

Name	Term	Location
Enhancing street lighting to improve security and visibility of non-motorized modes	Short Term	• Throughout the specific plan area
Establishing wayfinding and area gateways	Long Term	• Throughout the specific plan area
Bicycle Improvements		
Installing bike lanes	Short to Medium Term	• Paramount Blvd • Rosecrans Ave
Installing bicycle detection	Short to Medium Term (along with Road Rehabilitation Projects)	• Signalized Intersections
Adding bicycle parking	Short to Medium Term	• Paramount Blvd • Rosecrans Ave
Creating a bicycle hub	Long Term	• WSAB Station
De-classifying Paramount Boulevard as a designated truck route	Short Term	• Paramount Blvd
Establishing programs that educate and encourage biking (such as Safe Routes to School, Bike to Work weeks, etc.)	Short to Medium Term	• Throughout the specific plan area
Transit Improvements		
Relocating the Paramount Boulevard bus stops	Long Term (by WSAB Opening)	• Paramount Blvd / Rosecrans Ave intersection
Implementing transit priority lanes and bus-priority at the traffic signals	Medium Term	• Rosecrans Ave • Paramount Blvd
Improving stops and stations to enhance rider convenience and comfort features	Short to Medium Term	• Rosecrans Ave • Paramount Blvd
Implementing transit marketing programs and promoting multi-modal access guides on how to reach a particular destination by public transit.	Medium Term	• Throughout the specific plan area
Integrating bike and transit modes (through bike racks on buses/rail cars) and improving transfers/ connections among various transit modes	Short to Medium Term	• Throughout the specific plan area
Implementing universal design of transit and pedestrian facilities	Short Term (along with Road Rehabilitation Projects)	• Throughout the specific plan area
Improving security for transit users and pedestrians.	Short Term	• Throughout the specific plan area

7.4 FUNDING OPPORTUNITIES

To supplement the value creation strategies outlined above, and to help secure immediate and substantial funding toward plan goals, the following funding sources may be useful to support specific strategies and projects included in this plan.

Table 7.5 - Funding Sources

Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Federal Funding Sources[1]				
Open Space, Streetscapes, and Active Transportation				
Surface Transportation Block Grant (FAST Act) [2]	FHWA	MPOs	Grant	Bicycle and pedestrian facilities, recreational trails, safe routes to schools, and community improvements
Surface Transportation Block Grant Program - 23 USC 133	FTA	State and Cities	Grant	Flexible surface transportation funding, including transit, bicycle, and pedestrian projects
Parking, Transit Oriented Development, and Economic Development				
New Markets Tax Credit	US-Treasury	CDEs	Financing	Projects that will increase community development and economic growth
EB-5 Immigration Visa Investment	Local Jurisdiction	Developers	Financing	Projects that will create at least 10 jobs
CDBG - Section 108 Loan Guarantee Program	US-HUD	Cities and Counties	Guarantee	Large scale physical and economic revitalization projects
Capital Investment Grant (Small Starts) - 5309	USDOT	Transit Agencies	Grant	Park-n-ride or other transit-related capital investments
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants	USDOT	Cities and Transit Agencies	Grant	Flexible transportation needs with special focus on public/private partnerships

(1) On August 10, 2021, the Senate passed the INVEST in America Act. Should this bill pass the House and be signed into law, it would provide billions in new federal funding for transportation projects.
(2) Subject to congressional reauthorization of the FAST Act, which is set to expire in September 2021. The INVEST in America Act is set to reauthorize at least portions of FAST Act spending, although exact apportionment of funds is subject to reconciliation with the House.

Table 7.5 - Funding Sources

Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Affordable Housing and Infill Development				
Community Development Block Grant (CDBG)	US-HUD	Cities and Counties	Grant	Flexible community development needs with a focus on affordable housing and business expansion/ retention
HOME Investments Partnerships Program	US-HUD	Participating Jurisdictions	Grant	Creation and retention of affordable housing
Choice Neighborhood	US-HUD	Joint Application with local govt.	Grant	Community revitalization through replacement of distressed public housing and investment in employment, health, education, and neighborhood amenities
State Funding Sources				
Open Space, Streetscapes, and Active Transportation				
Active Transportation Program (ATP)	CalTrans	MPOs, urban and rural areas	Grant	Pedestrian and bicycle infrastructure investments
Sustainable Transportation Planning Grant Program	CalTrans	Several	Grant	Investments that foster a safe, sustainable, and efficient transportation system
Housing-Related Parks Program	CAHCD	Cities	Grant	New parks or rehabilitation to existing parks
Parking, Transit Oriented Development, and Economic Development				
California Organized Investment Network (COIN)	CA -Insurance	Non-profits, local govt., businesses	Financing	Projects that benefit the environment and/or low- to mid-income communities
CDBG - Community Development	CAHCD	Participating jurisdictions	Grant	Flexible community development needs with a focus on affordable housing and business expansion/ retention
Cap and Trade - Transit and Intercity Rail Capital Program	CalTrans	MPOs, municipalities, counties	Grant	Projects that will modernize rail
California Infrastructure State Revolving Loan Fund (I-Bank)	State of Cal	Several	Financing	Flexible infrastructure and economic development projects, excluding housing
Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325	CalTrans	Cities and counties	Grant	Transit capital expenditures

Table 7.5 - Funding Sources

Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Affordable Housing and Infill Development				
CalHome Program	CAHCD	Local agencies, non- profit developer	Grant	Assistance to first-time homebuyers and assistance to development projects offering multifamily ownership units
Affordable Housing and Sustainable Communities (AHSC) Program	CAHCD	Private developers w public ag.	Grant/Loan	Land-use, housing, transportation, and land preservation projects to support infill and compact development
HOME Investment Partnerships Program	CAHCD	Cities and counties, developers.	Grant/Loan	Creation and retention of affordable housing
Infill Infrastructure Grant Program (IIG)	CAHCD	Developers with housing authority	Grant	Infill development and affordable housing projects
Low Income Housing Tax Credit (LIHTC) Program	CTCAC	Developers	Financing	Affordable housing development
National Housing Trust Fund	CAHCD	Several	Financing	Extremely low-income affordable housing construction
Multifamily Housing Program (MHP)	CAHCD	Cities, non-profits, developers	Financing	Creation, rehabilitation, or preservation of rental housing
SB 2 Planning Grants	CAHCD	Cities and counties	Grant	Funding to streamline the housing approvals process
Transit-Oriented Development (TOD) Housing Program	CAHCD	Local agencies, developers	Financing	Creation of rental housing near transit (must include affordable units)
Permanent Local Housing Allocation (PLHA)	CAHCD	Metropolitan cities and urban counties	Grant	Affordable housing development
No Place Like Home	CAHCD	Counties	Financing	Permanent Supportive Housing
Local Housing Trust Fund Program (LHTF)	CAHCD	Local agencies, non-profit developer	Financing	Affordable housing development
Local Funding Sources				
Open Space, Streetscapes, and Active Transportation				
Transportation Development Act (Article 3)	LA Metro	Local transit agencies and cities	Grant	Pedestrian and bicycle infrastructure

Table 7.5 - Funding Sources

Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Parking, Transit Oriented Development, and Economic Development				
Proposition C - Transit Centers, Park-n-Ride	LA Metro	Developers	Grant	Park-n-rides and other transit center investments
FTA Section - 5310, 5316, 5317 Programs	LA Metro	Several	Grant	Projects that enhance mobility of people with disabilities and seniors and projects that increase access to jobs
Joint Development Program	LA Metro	Developers	Financing	Shared parking and other projects that contribute to transit facilities
Local Returns Program	LA Metro	Cities	Grant	Local public transit projects and programs
Affordable Housing and Infill Development				
Multifamily Bond Financing	LA County	Developers	Financing	Low- to moderate-income housing for families
Joint Development Program	LA Metro	Developers	Financing	Affordable housing projects on publicly owned land
Los Angeles County Housing Innovation Fund (LACHIF)	LACDC	Developers	Financing	Creation of low-income affordable housing
Federal Stimulus Sources[3]				
Local fiscal recovery funds ($45.6B)	US Dept of the Treasury	Cities, counties, and states	Grant	Replacement of lost public sector revenue and/or projects that address economic impacts of COVID-19, public health, or water, sewer, and broadband.
Capital Projects ($10B+)	US Dept of the Treasury	States, territories, and tribal governments	Grant	Capital projects that enable work, education, and health monitoring
State Small Business Credit Initiative ($10B)	US Dept of the Treasury	States and tribal governments	Grant	Financial support small businesses and businesses owned by socially and economically disadvantaged people

(3) Specific grant and funding programs are still being formulated based on these appropriations.

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8.0 Appendix

8.1 DROUGHT TOLERANT NATIVE PLANT LIST

Table 8.1 - Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
Trees			
Marina Strawberry	Arbutus 'Marina' Tree	40' X 30'	Low water/ CA Native
Mexican Blue Palm	Brahea Armata	30' X15'	Low water/ Evergreen/ CA Native
Monterey Cypress	Cupressus macrocarpa	35' X 35'	Low water/ CA Native
Tecate Cypress	Cupressus forbesii	35' X 35'	Low water/ Evergreen/ CA Native
Catalina Ironwood	Lyonothamnus floribundus	30' X 20'	Low water/ Evergreen/ CA Native
Wax Myrtle	Myrica californica Pacific	30' X 20'	Low water/ Evergreen/ CA Native
Desert Museum Palo Verde	Parkinsonia x 'Desert Museum'	25' X 25'	Low water/ Semi-deciduous/ CA Native
Torrey Pine	Pinus torreyana	40' X 40'	Low water/ CA Native
California Sycamore	Platanus racemosa	40' X 40'	Low water/ CA Native
Coast Live Oak	Quercus agrifolia	40' X 40'	Low water/ CA Native
Manzanita	Arctostaphylos spp.	Varies	Low to moderate water/ Full Sun/ CA Native
Western Redbud	Cercis Occidentalis	15' X 15'	Low water/ Sun or Shade/ CA Native
NCN	Chitalpa tashkentensis	20' X 15'	Low water/ CA Native
Toyon	Heteromeles arbutifolia	15' X 8'	Low water/ Sun or Shade/ CA Native

Marina Strawberry

Western Redbud

Table 8.1 - Drought Tolerant Native Plant List			
Common Name	**Scientific Name**	**H x W**	**Attributes**
Shrubs			
California Sagebrush	Artemisia californica	8' X 5'	Low water/ Full Sun/ CA Native
Glory' Flannel Bush	Fremontodendron 'California	10' X 10'	Low water/ Full Sun/ CA Native
Narrow-leaf Willow	Salix exigua	15' X 10'	Low water/ Deciduous/ CA Native
Arroyo Willow	Salix lasiolepis	12' X 10'	Low water/ Deciduous/ CA Native
Jojoba	Simmondsia chinensis	5' X 5'	Low water/ Full Sun/ CA Native
Yarrow Varies	Achillea millifolium	36 inches	Low water/ Full Sun/ CA Native
Desert Agave	Agave deserti	2' X 2'	Low water/ Full Sun/ Succulent/ CA Native
Shaw agave	Agave shawii	2' X 3'	Low water/ Full Sun/ Succulent/ CA Native

Desert Museum Palo Verde

California Sycamore

Toyon

Coast Live Oak

Table 8.1 - Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
Pacific Mist Manzanita	Arctostaphylos 'Pacific Mist'	2' X 8'	Low water/ Sun or Shade/ CA Native
Pigeon Point Coyote Brush	Baccharis pilularis 'Pigeon Point'	24 inches	Low water/ CA Native
Red Baja Fairy Duster	Calliandra californica	36 inches	Low water/ Full Sun/ CA Native
Yankee Point California Lilac	Ceanothus griseus horizontalis 'Yankee Point'	24-36 inches	Low water. Wide growth requires larger planter. CA Native
Ceanothus Varies	Cenothus spp	(<36 inches)	Low water/ Sun or Shade/ CA Native
Dudleya	Dudleya spp.	12-18 inches	Low water/ Sun or Shade/ Succulent/ CA Native
California Coast Sunflower	Encelia californica	3' X 2'	Low water/ Full Sun/ CA Native
California fuchsia	Epilobium canum	3' X 5'	Low water/ Sun or Shade/ CA Native
Santa Barbara Daisy	Erigeron karvinskianus	2' X 2'	Low water/ Sun or Shade/ CA Native
Coast Buckwheat	Eriogonum parvifolium	2' X 2'	Low water/ Full Sun/ CA Native
'Warriner Lytle' California Buckwheat	Eriogonum fasciculatum	1' X 4'	Low water/ Full Sun/ CA Native
California Fescue	Festuca californica	2' X 2'	Low water/ Sun or Shade/ CA Native
Island Snapdragon	Galvezia speciosa	3' X 5'	Low water/ Full Sun/ CA Native
Red Yucca	Hesperaloe parviflora	3' X 3'	Low water/ Full Sun/ Succulent/ CA Native
Coralbells	Heuchera sanguinea	1' X 1'	Low water/ Filtered Sun/ CA Native

Yarrow Varies

California Sagebrush

California Coast Sunflower

Shaw agave

Ceanothus Varies

'Warriner Lytle' California Buckwheat

Table 8.1 - Drought Tolerant Native Plant List			
Common Name	**Scientific Name**	**H x W**	**Attributes**
California Gray Rush	Juncus patens	1.5' X 1.5'	Low water/ CA Native
Canyon Prince Wild Rye	Leymus condensatus 'Canyon Prince'	2' X 4'	Low water/ Full Sun/ CA Native
Deer Grass	Muhlenbergia rigens	3' X 4'	Low water/ CA Native
Coffeeberry	Rhamnus californica 'Mound San Bruno'	3' X 6'	Low water/ Sun or Shade/ CA Native
Lemonade Berry	Rhus integrifolia	8' X 10'	Low water/ Full Sun/ CA Native
Catalina Currant	Ribes viburnifolium	2' X 5'	Low water/ Sun or Shade/ CA Native
White Sage	Salvia apiana	4' X 4'	Low water/ Full Sun/ CA Native
Cleveland Sage	Salvia clevelandii	4' X 4'	Low water/ Full Sun/ CA Native
Purple Sage	Salvia leucophylla	2' X 8'	Low water/ Full Sun/ CA Native
Black Sage	Salvia millifera	2' X 4'	Low water/ Full Sun/ CA Native
Cedros Island Verbena	Verbena lilacina 'De La Mina'	3' X 3'	Low water/ CA Native
Ground Cover & Vines			
Manzanita Varies	Arctostaphylos spp.	<36	Low to moderate water/ CA Native
Beach Saltbush	Atriplex leucophylla	1' X 1'	Low water/ Full Sun/ CA Native
Island Morning Glory	Calystegia macrostegia	Climbing	Low water/ Sun or Shade/ CA Native

California Fescue

California Gray Rush

Deer Grass

Red Yucca

Canyon Prince Wild Rye

Cedros Island Verbena

Table 8.1 - Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
Centennial Ceanothus	Ceanothus 'Centennial'	12 inches	Low water/ Use low growing species only/ CA Native
Clustered Field Sedge	Carex praegracilis	4-12 inches	Medium water/ Good turf substitute/ CA Native
Blood-red trumpet vine	Distictis buccinatoria	Climbing	Medium water/ CA Native
Red California Grape	Vitis 'Roger's Red' Rogers	Climbing	Low water/ Sun or Shade/ Deciduous/ CA Native

Clustered Field Sedge

Blood-red trumpet vine

Red California Grape

8.2 ADDITIONAL INFORMATION ON POTENTIAL FUNDING OPPORTUNITIES

8.2.1 ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD)

ORIGIN AND PURPOSE

EIFDs are tax increment financing tools, established in 2015 to finance capital costs associated with public works, such as transportation, transit, parks, water and sewer facilities, flood control and drainage, and affordable housing. New amendments to the original legislation also allow EIFD funds to be used for maintenance of public facilities that are EIFD funded. The jurisdictions involved in the EIFD (e.g., City and/or County) must agree to forego a portion of their incremental property tax revenue within the established district for collection by the new EIFD entity. Education-related assessments, however, cannot be used in the EIFD. The allocated annual tax revenue can be used directly to pay for, or to support issuance of bonds to pay for, allowable capital project costs.

ELIGIBILITY AND SOURCE OF FUNDS

Revenue collected from EIFDs can be used to finance capital costs associated with public infrastructure, such as transportation, transit, parks, water and sewage facilities, and flood control and drainage. EIFDs also allow commitment of other sources of funding as long as it is incorporated into the infrastructure financing plan. EIFDs do not impose additional property taxes on property owners within the district boundary. EIFDs capture property tax revenue generated from incremental property value increases over time. To maximize capturable revenue, it is important to initiate the implementation process, which takes upwards of 6 months, before infrastructure investment causes property values increase.

IMPLEMENTING AN EIFD

1. **Resolution of Intent (ROI)**

   City staff must prepare a ROI before a public hearing and vote can be held. The ROI must do the following: 1) Describe the boundaries of the proposed EIFD, which would be finalized by the participating taxing entities and has no minimum or maximum size requirement; 2) State the type of public facilities and development proposed to be financed or assisted by the EIFD; 3) State the need for the EIFD and the goals it proposes to achieve; 4) State that incremental property tax revenue from the City may be used to finance the activities of the EIFD; and 5) Fix a time and place for a public hearing.

2. **Form a Public Financing Authority (PFA)**

   The PFA is the entity that controls the EIFD. Council must confirm the public members of the PFA.

3. **Prepare an Infrastructure Financing Plan (IFP)**

   The IFP and resolution of intention must be sent to landowners within the district. The IFP should include a description of the infrastructure project that will be funded through the EIFD and the proposed length of time the EIFD will be in place. Council must approve the IFP.

4. **Public Hearing(s)**

   The PFA must hold a public hearing to discuss and adopt the IFP.

5. **Bond Issuance**

   The timing and amount of PFA bonds are subject to actual tax increment revenues and infrastructure costs. A preliminary bond may be issued in year 4 or 5 and subsequent bonds in year 9 or 10. Bond terms are up to 45 years.

8.2.2 COMMUNITY FACILITIES DISTRICT (CFD)

ORIGIN AND PURPOSE

The Mello-Roos Community Facilities Act was enacted in 1982 and provides a method for local governments to fund public infrastructure and certain services, such as street improvements, parks, public buildings, and sewer improvements. The Act provides that cities may form "community facilities districts," special financing entities through which local government is empowered to levy special property taxes and issue bonds authorized by two-thirds vote of the qualified electors of such a district. When ownership of property within the district is consolidated, no vote is required. If there are more than 12 registered voters within the district, the City holds a registered voter election. If there are fewer than 12 registered voters, a landowner election is held. Maintenance CFDs provide funding for ongoing maintenance services such as street lighting and landscaping.

ELIGIBILITY AND SOURCE OF FUNDS

Mello-Roos bond proceeds can be used to finance the construction, expansion, rehabilitation, operation, or acquisition of any real or other tangible property with an estimated useful life of five years or more, which will be constructed, owned or operated by a public entity.

Mello-Roos bonds are payable solely from special taxes levied on property within the boundaries of the CFD. The City is not obligated to pay the bonds from any funds of the City.

8.3 COMMUNITY BENEFIT INCENTIVES

The implementation strategies for the NPG Specific Plan include the development of a schedule of development incentives for the provision of the community benefits identified in the Land Use Plan as well as any relevant performance criteria for eligibility. In addition, Program 6 of the 2021 Housing Element Update stipulates that the Planning Department will permit certain modified development standards for mixed use projects. This schedule of development incentives may include bonuses to allowable dwelling unit densities, building heights, floor area ratio, and others. The following criteria and potential incentives are the result of an initial review of incentives which may encourage the provision of these community benefits, however further study including a financial analysis would be necessary to "right-size" the incentives for the SPA. Following the completion of a financial analysis, the City may adopt a Density Bonus Ordinance or general Community Incentive Ordinance to enact the provision of incentives as official policy.

8.3.1 GENERAL CRITERIA

- The criteria for each community benefit are in addition to all relevant development standards specified in the Specific Plan.
- To be eligible for one or more community benefit incentives, the project must meet all specified criteria for each community benefit for which the incentive applies.
- In granting an increase in building height and/or an increase in the FAR, the Planning Director shall find that such increase will not result in any adverse impacts to adjacent properties due to an encroachment of building elements that would substantially reduce such property's access to light and air, the privacy enjoyed by the adjacent residents, or otherwise reduce the reasonable use of the property.
- Developments which intend to take advantage of one or more community development incentives shall require discretionary approval from the Development Review Board. Applicants utilizing the Community Benefit program will require a statutory development agreement with the City or a covenant between the City and developer.

8.3.2 APPLICABLE COMMUNITY BENEFITS

AFFORDABLE RESIDENTIAL UNITS FOR LOW-INCOME OR SENIOR TENANTS

A. **Criteria**

1. All requirements as set forth in California Government Code Sections 65915 – 65918 (Density Bonus).

B. **Potential Incentives**

1. All minimum incentives as specified in California Government Code Sections 65915 – 65918, which include:
    a. Dwelling unit density bonus of up to 50% above the base maximum density, depending on the mix of affordability levels.
    b. A 100% affordable project shall be entitled to a dwelling unit density bonus of 80% above the base maximum density.
    c. Concessions to development standards are also allowed by state law if they result in cost reductions.

YOUTH AND SENIOR CENTERS

A. **Criteria**

1. The youth center must provide targeted programs and/or services for either youths (persons 18 years old or younger) or seniors (persons 65 years old or older).

B. **Potential Incentives**

1. An increase in FAR over the base density equivalent to the floor area of the center.

PUBLICLY ACCESSIBLE OPEN SPACE

A. **Criteria**

1. The publicly accessible open space area must be no smaller than 2,000 square feet and be located adjacent to a public street.

B. **Potential Incentives**

1. The development may provide 4 dwelling units for every 2,000 square feet of publicly accessible open space up to 6,000 square feet in addition to the Base Maximum Density.
2. Increase to the Base Maximum Building Height
3. Increase to the Base Maximum FAR

PUBLICLY AVAILABLE ONSITE PARKING SPACES

A. **Criteria**

1. No fewer than 10 spaces shall be made available for public use, and shall be clearly marked by signage.
2. Parking spaces may be available for free or for at a cost of no greater than $2 per hour or $20 per day. The City may adjust the maximum per hour or per day prices over time.

B. **Potential Incentives**

1. Increase to the Base Maximum Density
2. Increase to the Base Maximum Building Height
3. Increase to the Base Maximum FAR

GROCERY STORE

A. **Criteria**

1. The grocery store must not have a floor area less than 10,000 square feet.

B. **Potential Incentives**

1. An increase in FAR over the base density equivalent to the floor area of the grocery store.

8.3.3 POTENTIAL DEVELOPMENT MAXIMUMS

A. **Dwelling Units per Acre.** 50 du/ac for any zone.

B. **Heights.** 55 feet for any zone.

C. **FAR.** 3.0 for any zone.

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