

PUBLIC PARTICIPATION NOTICE

Public Participation Accessibility for the City Council and Successor Agency for the Paramount Redevelopment Agency meetings scheduled for **November 8, 2022**.

In-person Attendance:

The public may attend the City Council meeting in-person. The City will abide by all LA County Public Health Guidelines for public gatherings.

View the City Council meeting live stream:

- YouTube Channel <https://www.youtube.com/user/cityofparamount>
- Spectrum Cable TV Channel 36

Public Comments:

Members of the public wanting to address the City Council, either during public comments or for a specific agenda item, or both, may do so by the following methods:

- **In-Person**

If you wish to make a statement, please complete a Speaker's Card prior to the commencement of the Public Comments period of the meeting. Speaker's Cards are located at the entrance. Give your completed card to a staff member and when your name is called, please go to the podium provided for the public.

- **E-mail: crequest@paramountcity.com**

E-mail public comments must be received by **5:45 p.m. on Tuesday, November 8, 2022**. The e-mail should specify the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject; 6) Written Comments.

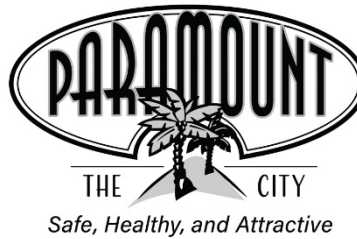
- **Teleconference: (562) 220-2225**

Participants wishing to address the City Council by teleconference should call City Hall at **(562) 220-2225** by **5:45 p.m. on Tuesday, November 8, 2022** and provide the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject. Teleconference participants will be logged in, placed in a queue and called back during the City Council meeting on speaker phone to provide their comments.

All public comments are limited to a maximum of three minutes unless an extension is granted. Please be mindful that the meeting will be recorded as any other person is recorded when appearing before the City Council, and all other rules of procedure and decorum will apply when addressing the City Council by teleconference.

AGENDA

Paramount City Council
November 8, 2022



Regular Meeting
City Hall Council Chamber
6:00 p.m.

City of Paramount

16400 Colorado Avenue ❖ Paramount, CA 90723 ❖ (562) 220-2000 ❖ www.paramountcity.com

Public Comments: If you wish to make a statement, please complete a Speaker's Card prior to the commencement of the Public Comments period of the meeting. Speaker's Cards are located at the entrance. Give your completed card to a staff member and when your name is called, please go to the podium provided for the public. Persons are limited to a maximum of three (3) minutes unless an extension of time is granted. No action may be taken on items not on the agenda except as provided by law. For additional ways to participate and provide public comments, see the preceding Public Participation Notice.

Americans with Disabilities Act: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (562) 220-2225 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Note: Agenda items are on file in the City Clerk's office and are available for public inspection during normal business hours. Materials related to an item on this Agenda submitted after distribution of the agenda packet are also available for public inspection during normal business hours in the City Clerk's office. The office of the City Clerk is located at City Hall, 16400 Colorado Avenue, Paramount.

Notes

CALL TO ORDER:	Mayor Vilma Cuellar Stallings
PLEDGE OF ALLEGIANCE:	Bryan Palomero, Housing Coordinator Veteran Peer Access Network (VPAN)
INVOCATION:	Pastor Ken Korver Emmanuel Church
ROLL CALL OF COUNCILMEMBERS:	Councilmember Annette C. Delgadillo Councilmember Peggy Lemons Councilmember Brenda Olmos Vice Mayor Isabel Aguayo Mayor Vilma Cuellar Stallings

PRESENTATIONS

1. [PRESENTATION](#) Mayor's Award of Excellence
2. [PROCLAMTION](#) National Family Literacy Month
3. [CERTIFICATES OF RECOGNITION](#) Paramount High School JROTC Program Instructors

[CITY COUNCIL PUBLIC COMMENT UPDATES](#)

PUBLIC COMMENTS

CONSENT CALENDAR

All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the City Council.

4. [APPROVAL OF MINUTES](#) October 4 and October 18, 2022
5. [APPROVAL](#) Register of Demands
6. [AWARD OF CONTRACT](#) Paramount Park Roof Replacement - Pool Building, Snack Shack Building, and Ballfield Dugouts (City Project No. 9370)
7. [AWARD OF CONTRACT](#) Hardscape Maintenance FY 2022-23

OLD BUSINESS

8. [CONTINUED PUBLIC HEARING RESOLUTION NO. 22:049](#) Authorizing the Application and Adopting the Plan for the Permanent Local Housing Allocation (PLHA) Program

NEW BUSINESS

9. [ORAL REPORT](#) Social Service Organization – Su Casa Ending Domestic Violence
10. [ORAL REPORT](#) Southern California Edison 2022 Annual Local Reliability Report

11. [PUBLIC HEARING](#) Ordinance No. 1166/Zone Change No. 241 (15932-15942 Minnesota Avenue)
- a) [ADOPTION](#) Mitigated Negative Declaration and the Mitigation Monitoring Program relative to Ordinance No. 1166/Zone Change No. 241
- b) [ORDINANCE NO. 1166 \(Introduction\)](#) Approving Zone Change No. 241, a request by Adam Lentz/Madison Capital Group Management, LLC to change the official Zoning Map from M-2 (Heavy Manufacturing) to PD-PS (Planned Development with Performance Standards) at 15932-15942 Minnesota Avenue to allow a 104,630 square foot self-storage facility
12. [APPROVAL](#) Authorization to Add a New Capital Improvement Project to the FY 2022-23 Budget – Construction of Perimeter Wall
13. [APPROVAL](#) Amendment No. 1 to Agreement with Tripepi Smith and Associates, Inc. for Communications Services
14. [MAYOR'S APPOINTMENT](#) Member of the Board of Trustees of the Greater Los Angeles County Vector Control District
15. [RECEIVE AND FILE](#) 2022 California Housing Legislation Update

ENVIRONMENTAL SUSTAINABILITY NEW BUSINESS

16. [ORAL REPORT](#) Update on Air Monitoring

Program **COMMENTS/COMMITTEE REPORTS**

- Councilmembers
- Staff

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section
54956.9: (Number of cases: 1)

ADJOURNMENT

To a meeting on November 22, 2022 at 5:00 p.m.

NOVEMBER 8, 2022

PRESENTATION

MAYOR'S AWARD OF EXCELLENCE

NOVEMBER 8, 2022

PROCLAMATION

NATIONAL FAMILY LITERACY MONTH

NOVEMBER 8, 2022

CERTIFICATES OF RECOGNITION

- PARAMOUNT HIGH SCHOOL JROTC PROGRAM INSTRUCTORS

City Council Public Comment Updates

November 8, 2022

Page 2 of 2

Commenter	Request/Issue/Concern	Action/Comment
	Loose dog in his neighborhood that impacts mail delivery including a potential requirement that mailboxes are relocated.	Staff reached out to the Postmaster to inquire about the issue of requiring residents to place post boxes at the edge of their properties. When following-up with Mr. Huber, he confirmed that this was only requested of a single property in his area. Mr. Huber was satisfied with the City's response and relayed his appreciation for our efforts.

NOVEMBER 8, 2022

APPROVAL OF MINUTES
PARAMOUNT CITY COUNCIL

MOTION IN ORDER:

APPROVE THE PARAMOUNT CITY COUNCIL MINUTES OF OCTOBER 4
AND OCTOBER 18, 2022

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____

**PARAMOUNT CITY COUNCIL
MINUTES OF A REGULAR MEETING
OCTOBER 4, 2022**

City of Paramount, 16400 Colorado Avenue, Paramount, CA 90723

CALL TO ORDER: The regular meeting of the Paramount City Council was called to order by Mayor Vilma Cuellar Stallings at 6:04 p.m. at City Hall, Council Chambers, 16400 Colorado Avenue, Paramount, California.

PLEDGE OF ALLEGIANCE: Eagle Scout Dustyn Schellenberg led the pledge of allegiance.

INVOCATION: Pastor Larry Jameson from Lifegate Church delivered the invocation.

ROLL CALL OF COUNCILMEMBERS: Present: Councilmember Annette C. Delgadillo
Councilmember Peggy Lemons
Councilmember Brenda Olmos
Vice Mayor Isabel Aguayo
Mayor Vilma Cuellar Stallings

STAFF PRESENT: John Moreno, City Manager
John E. Cavanaugh, City Attorney
Andrew Vialpando, Assistant City Manager
John Carver, Planning Director
Adriana Figueroa, Public Works Director
David Johnson, Community Services Director
Margarita Matson, Public Safety Director
Kim Sao, Finance Director
Sol Bejarano, Management Analyst
Clyde Alexander, Assistant Finance Director
Chris Callard, Public Information Officer
Steve Coumparoules, Community Preservation Mgr.
Danny Elizarraras, Management Analyst
Yecenia Guillen, Assistant Community Serv. Director
Sarah Ho, Assistant Public Works Director
Nicole Lopez, HR Manager
Heidi Luce, City Clerk
Anthony Martinez, Senior Management Analyst
Ivan Reyes, Associate Planner
Johnnie Rightmer, Building & Safety Manager
Melissa Torres, Communications Specialist
Eric Wosick, Assistant Public Safety Director

PRESENTATIONS

1. CERTIFICATE OF RECOGNITION
Eagle Scout Dustyn Schellenberg
CF 39.6
Mayor Cuellar Stallings, on behalf of the City Council, recognized resident Dustyn Schellenberg on his accomplishment of achieving the rank of Eagle Scout in Boy Scouts of America organization. Mr. Schellenberg expressed his appreciation for this recognition.
2. PRESENTATION
Mayor's Award Of Excellence
CF 39.7
Mayor Cuellar Stallings presented the Mayor's Award of Excellence for October to Clinica Medica Hispana. Dr. Nabil Khoury, Dr. Maribel Khoury, and Manuel Alberty were present to accept the award on behalf of Clinica Medica Hispana.
3. PROCLAMATION
National Breast Cancer Awareness Month
CF 39.12
Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October as Breast Cancer Awareness Month and presented the proclamation to Clinica Medica Hispana for their efforts in supporting early detection.
4. PROCLAMATION
National Domestic Violence Awareness Month
CF 39.12
Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October as Domestic Violence Awareness Month and presented the proclamation to Su Casa – Ending Domestic Violence. Maria Mendez, Community Outreach Manager for Su Casa was present to accept the proclamation.
5. PROCLAMATION
National Physical Therapy Month
CF 39.12
Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October as Physical Therapy Month and presented the proclamation to Pools of Hope. Carlos Urbina, Physical Therapist and President of the Pools of Hope Board of Directors was present to accept the proclamation.
6. PROCLAMATION
Red Ribbon Week
CF 39.12
Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October 23-31, 2022 as Red Ribbon Week and presented the proclamation to the Paramount Council of PTAs and the Southeast County Young Marines. Daisy Macedo, President of the Paramount Council of PTAs was present to accept the proclamation along with the following members of the Young Marines: Corporal Matias, Private First Class Peredia, Private Carriere, Lance Corporal M. Gonzalez, and Lance Corporal G. Gonzalez.

7. PROCLAMATION National Crime Prevention Month CF 39.12 Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October as Crime Prevention Month and presented the proclamation to the Los Angeles County Sheriff's Department. Paramount Station Lieutenant Joe Morales was present to accept the proclamation. Sergeant Andy Emch and the following Special Assignment Officers were also present: Deputy Furtsch, Deputy Acuna, Deputy Delgado, Deputy Rodriguez and Deputy Valenzuela.
8. PROCLAMATION National Community Planning Month CF 39.12 Mayor Cuellar Stallings, on behalf of the City Council, proclaimed October as Community Planning Month and presented the proclamation to the City's Planning Commission. The following members of the Planning Commission were present to accept the proclamation: Commissioner Javier Gonzalez, Commissioner David Moody and Vice Chair Alicia Anderson.

CITY COUNCIL PUBLIC COMMENT UPDATES

- CF 10.4 City Manager Moreno responded to comments made by Albert Wilmovsky at the September 20, 2022 City Council meeting.

PUBLIC COMMENTS

- CF 10.3 The following individuals addressed the City Council and provided public comments: Robert Cruz and Janette Mowery

Additionally, the following individual provided written comments: Andrea Crow, Paramount Library.

CONSENT CALENDAR

It was moved by Councilmember Lemons and seconded by Councilmember Olmos to approve Consent Calendar Items 9, 10, 11, 12, 13, 14 and 15. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings
NOES: None
ABSENT: None
ABSTAIN: None

- | | | |
|-----|---|--|
| 9. | APPROVAL OF
MINUTES
September 6, September
20 (Bus Tour) and
September 20, 2022 | Approved. |
| 10. | APPROVAL
Register of Demands
CF 47.2 | Approved. |
| 11. | ORDINANCE NO. 1163
(Adoption)
Approving Zoning
Ordinance Text
Amendment No. 27,
Establishing Density
Bonus Regulations for
Affordable Housing
Projects Citywide
CF 109 ZOTA 27 | Adopted Ordinance No. 1163. |
| 12. | ORDINANCE NO. 1164
(Adoption)
Adding Chapter 15.06
(Electric Vehicle
Charging Station
Requirements and
Review Process) to Title
15 (Buildings and
Construction) the
Paramount Municipal
Code
CF 70.2 | Adopted Ordinance No. 1164. |
| 13. | APPROVAL
Amendment No. 2 to the
Agreement with the City
of Downey. for Traffic
Signal Maintenance
Services
CF 43.966 | Approved Amendment No. 2 to the agreement with
the City of Downey for traffic signal maintenance
services and authorized the Mayor or her designee to
sign the amendment. |
| 14. | APPROVAL
Declaration of Surplus
Property
CF 82.5 | Declare the items listed in the agenda report as
surplus property and authorized disposal of the
property by appropriate means. |

15. APPROVAL
Professional Services Agreement with Ambient Pro for Sound and Stage Production Services for the Holiday Tree Lighting Event
CF 43.1170
- Appropriated an additional \$20,000 from the available general fund for the Holiday Tree Lighting event; approved the agreement with Ambient Pro, in the amount not to exceed \$43,200, for sound and stage production services at the Holiday Tree event; and authorized the City Manager or his designee to execute the agreement.

NEW BUSINESS

16. APPROVAL
Amendment to the American Rescue Plan Act (ARPA) Project Expenditure Plan and FY 2022-23 Adopted Budget
CF 47.28
- Senior Management Analyst Martinez gave the report and presented a PowerPoint presentation.

It was moved by Councilmember Lemons and seconded by Vice Mayor Aguayo to amend the ARPA Project Expenditure Plan and appropriate \$3,132,000 from the ARPA fund for FY 2022-23 for projects related to water conservation program, business recovery/retention and affordable housing. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings

NOES: None

ABSENT: None

ABSTAIN: None

17. REPORT
Review of the City of Paramount's Local Hazard Mitigation Plan
CF 46.13
- Consultant Ryan Bray with Risk Management Professionals Inc. gave the report and presented a PowerPoint presentation providing an overview of City's Local Hazard Mitigation Plan (LHMP) and the process for updating the plan, which includes making the draft LHMP available to the public for review and comment.

Mr. Bray reported that to date, there have been no comments received from the public on draft plan. There were also no speaker cards submitted for this item at tonight's meeting.

Brief discussion ensued concerning the importance of coordination with other local agencies during an emergency.

It was moved by Councilmember Lemons and seconded by Councilmember Delgadillo to authorize the City Manager or his designee to submit the City's Draft Hazard Mitigation Plan to Cal OES and FEMA for initial review. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings

NOES: None

ABSENT: None

18. APPROVAL
Professional Services Agreement with MIG, Inc. for the Provision of Park Master Planning Services
CF 43.1171

Community Services Director Johnson gave the report.

It was moved by Councilmember Olmos and seconded by Vice Mayor Aguayo to authorize the City Manager or his designee to execute the agreement with MIG, Inc. in the amount of \$147,902 for park master planning services. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings

NOES: None

ABSENT: None

ABSTAIN: None

19. RESOLUTION NO. 22:048
Authorizing a Change of the Clean Power Alliance Default Community Renewable Energy Rate to the Clean Power Tier
CF 43.1070

Public Works Director Figueroa gave the report and presented a PowerPoint presentation.

Comment Letter: David Haake, MD , Sierra Club Los Angeles Chapter

It was moved by Councilmember Lemons and seconded by Councilmember Delgadillo to read by title only and adopt Resolution No. 22:048, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT AUTHORIZING A CHANGE TO THE CLEAN POWER ALLIANCE DEFAULT COMMUNITY RENEWABLE ENERGY RATE TO THE CLEAN POWER TIER." The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons,
Olmos; Vice Mayor Aguayo; and
Mayor Cuellar Stallings
NOES: None
ABSENT: None

COMMENTS/COMMITTEE REPORTS

Councilmembers

Councilmember Delgadillo reported on her attendance at the California Contract Cities Association Fall Summit.

Councilmember Olmos reported on her attendance at the California Contract Cities Association Fall Summit. She also expressed appreciation to Public Safety Director Matson and Deputy District Attorney Tatman for providing a very informative presentation on the City' street racing initiatives to the Commission on Local Governments.

Councilmember Lemons inquired as to the status of the City's adopt-a-highway program for I-710, I-105 and SR-91. Public Works Director Figueroa reported that the City is still working with Caltrans to determine the requirements and move the project forward. Councilmember Lemons expressed concern regarding the trash along I-105 near Somerset Ranch Road and asked staff to continue to monitor the situation.

Vice Mayor Aguayo commented that she and Mayor Cuellar Stallings attended a workshop hosted by Assemblymember Blanca Rubio which explained the process for State governmental appointments. She also reported on her attendance at the California Contract Cities Association Fall Summit. She commented that she also has several upcoming meetings including the California JPIA Risk Management Seminar, and the Southeast Water Coalition and Eco-Rapid Transit board meetings. Lastly, she reminded residents of several upcoming events including Coffee with a Cop, Friday Night Paramount and the Public Safety Expo.

Mayor Cuellar Stallings reported on her attendance at the California Contract Cities Association Fall Education Summit. She also reported on her attendance at the following community events: A Night Under the Hay Tree and Cookies & Ice Cream with the Seniors. Lastly, she reported that she attended a workshop hosted by Assemblymember Blanca Rubio which explained the process for State governmental appointments.

Staff

There were none.

CLOSED SESSION

There was no closed session.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Cuellar Stallings adjourned the meeting at 7:47 p.m. in memory of prior resident Dorothy "Dottie" Louise Hogue to a meeting on October 18, 2022 at 5:00 p.m.

Vilma Cuellar Stallings, Mayor

ATTEST:

Heidi Luce, City Clerk

**PARAMOUNT CITY COUNCIL
MINUTES OF AN ADJOURNED MEETING
OCTOBER 18, 2022**

City of Paramount, 16400 Colorado Avenue, Paramount, CA 90723

CALL TO ORDER: The adjourned meeting of the Paramount City Council was called to order by Mayor Vilma Cuellar Stallings at 5:29* p.m. at City Hall, Council Chambers, 16400 Colorado Avenue, Paramount, California.

** Due to technical difficulties, there was an unexpected delay in the start of the meeting.*

**ROLL CALL OF
COUNCILMEMBERS**

Present: Councilmember Annette C. Delgadillo
Councilmember Peggy Lemons
Councilmember Brenda Olmos
Vice Mayor Isabel Aguayo
Mayor Vilma Cuellar Stallings

STAFF PRESENT:

John Moreno, City Manager
John E. Cavanaugh, City Attorney
Andrew Vialpando, Assistant City Manager
John Carver, Planning Director
Adriana Figueroa, Public Works Director
David Johnson, Community Services Director
Kim Sao, Finance Director
Margarita Matson, Public Safety Director
Clyde Alexander, Assistant Finance Director
Leslie Arias, Community Services Supervisor
Sol Bejarano, Management Analyst
Rebecca Bojorquez, Management Analyst
Chris Callard, Public Information Officer
Steve Coumparoules, Community Preservation Mgr.
Jaime De Guzman, Senior Accountant
Danny Elizarraras, Management Analyst
Anthony Gonzalez, IT
Yecenia Guillen, Assistant Community Serv. Director
Sarah Ho, Assistant Public Works Director
John King, Assistant Planning Director
Nicole Lopez, HR Manager
Heidi Luce, City Clerk
Wendy Macias, Public Works Manager
Anthony Martinez, Senior Management Analyst
Ivan Reyes, Associate Planner
Johnnie Rightmer, Building & Safety Manager
Eric Wosick, Assistant Public Safety Director

PRESENTATION

1. PRESENTATION
Paramount Education
Partnership Donation –
Marukan Vinegar
CF 39.7
- On behalf of Marukan Vinegar, Jon Tanklage and Esther Hawksley presented a \$10,000 donation to the Paramount Education Partnership. Mayor Cuellar Stallings, on behalf of the City Council expressed sincere appreciation for the continued support that Marukan Vinegar provides to the Paramount Education Partnership.

CITY COUNCIL PUBLIC COMMENT UPDATES

- CF 10.4
- City Manager Moreno responded to comments made by Robert Cruz and Janette Mowery at the October 4, 2022 City Council meeting.

PUBLIC COMMENTS

- CF 10.3
- The following individuals addressed the City Council and provided public comments: Leeor Alpern and Adrian Landa, World Energy; Fred Huber; and Alvin Parks.

CONSENT CALENDAR

It was moved by Councilmember Olmos and seconded by Councilmember Lemons to approve Consent Calendar Item 2 as presented below. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings

NOES: None

ABSENT: None

ABSTAIN: None

2. AWARD OF CONTRACT
Paramount Pool Interior
Upgrades – Filter Tank
Replacement (City
Project No. 9354)
CIP 9354
- Awarded the contract for the Paramount Pool Interior Upgrades - Filter Tank Replacement to Remmi Construction, Inc., Riverside, California, in the amount of \$54,855.00, and authorize the Mayor or her designee to execute the agreement.

NEW BUSINESS

3. ORAL REPORT
Community Service
Organization Update –
Latinas Art Foundation
CF 62
Danaly Leon of Latinas Art Foundation provided an update on the services and events that Latinas Art Foundation provides to the community.
4. PUBLIC HEARING
RESOLUTION NO.
22:049
Authorizing the
Application and Adopting
the Plan for the
Permanent Local
Housing Allocation
(PLHA) Program
CF 69
Mayor Cuellar Stallings introduced the item and stated that this item will be continued. Because it was a noticed public hearing, she asked if there was anyone wishing to testify on this matter. There was no public testimony.
It was moved by Councilmember Lemons and seconded by Vice Mayor Aguayo to continue the public hearing to November 8, 2022 at 6:00 p.m. The motion was passed by the following roll call vote:

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings
NOES: None
ABSENT: None
ABSTAIN: None
5. APPROVAL
Amendment No. 4 to
Agreement with AKM
Consulting Engineers for
Continued Construction
Management/Inspection
Services for Water Well
16 (City Project No.
9116)
CF CIP 9116
Public Works Director Figueroa gave the report.
It was moved by Councilmember Lemons and seconded by Councilmember Delgadillo to: 1) approve amendment No. 4 to the Agreement with AKM Consulting Engineers for continued construction management/inspection services for Water Well 16 in the amount of \$41,680 and authorize the Mayor or her designee to execute the amendment; and 2) appropriate an additional \$41,680 from the available Water Fund balance.

AYES: Councilmembers Delgadillo, Lemons, Olmos; Vice Mayor Aguayo; and Mayor Cuellar Stallings
NOES: None
ABSENT: None
ABSTAIN: None

6. APPROVAL
Revised Agreement with
Los Angeles County
District Attorney -
Community Prosecutor
Program for Fiscal Year
2022-2023
CF 43.748

Public Safety Director Matson gave the report and presented a PowerPoint presentation.

It was moved by Councilmember Olmos and seconded by Councilmember Lemons to approve the revised agreement with Los Angeles County through the Office of the District Attorney for the Community Prosecutor Program in the amount of \$192,758.47, through June 30, 2023, and authorize the Mayor to sign the agreement.

AYES: Councilmembers Delgadillo, Lemons,
Olmos; Vice Mayor Aguayo; and
Mayor Cuellar Stallings

NOES: None

ABSENT: None

ABSTAIN: None

7. ORAL REPORT
Storybook Village Event
CF 39

Community Services Supervisor Leslie Arias gave the report and presented a Power Point presentation providing an overview of the new Storybook Village Event scheduled for November to coincide with National Family Literacy Month.

8. APPROVAL
Proposed 2023 City
Special and Holiday
Events Schedule
CF 39

Community Services Director Johnson gave the report and presented a Power Point presentation.

It was moved by Councilmember Delgadillo and seconded by Vice Mayor Aguayo to approve the proposed dates for the City's 2023 Special and Holiday Events as presented.

AYES: Councilmembers Delgadillo, Lemons,
Olmos; Vice Mayor Aguayo; and
Mayor Cuellar Stallings

NOES: None

ABSENT: None

ABSTAIN: None

**ENVIRONMENTAL SUSTAINABILITY NEW
BUSINESS**

None.

COMMENTS/COMMITTEE REPORTS

Councilmembers

Councilmember Delgadillo reported on her attendance at the California JPIA Risk Management Forum. She also noted that she attended the Senior Snacks & Chat and Public Safety Expo events. She congratulated the Public Safety team for a fantastic event.

Councilmember Olmos wished good luck to all of the Halloween Home Decorating Contest participants.

Councilmember Lemons thanked her colleagues for representing the City so well at the various conferences and events as she was preparing for the celebration of her 50th wedding anniversary.

Vice Mayor Aguayo congratulated the Public Safety team for a very successful Public Safety Expo. She also reported on her attendance at the California JPIA Risk Management Forum as well as the GLACVCD and Eco-Rapid Transit board meetings. She noted that Eric Shen was appointed as Eco-Rapid Transit's new executive director.

Mayor Cuellar Stallings congratulated Public Safety on the successful Public Safety Expo event and reported on her attendance at the following community events: Friday Night Paramount, Compton Walk for a Cure and Senior Snacks & Chat. She also reported on her attendance at the California JPIA Risk Management Forum. Lastly, she thanked the department director for their hard work and for being so helpful.

Staff

City Manager Moreno congratulated staff for the successful Public Safety Expo. He also reminded the City Council and the public about the upcoming Halloween Hootenanny and Pitch-In Paramount events. Lastly, he informed City Council that the City is now able to accept Apple Pay and Google Pay in addition to credit cards.

CLOSED SESSION

There was no closed session.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Cuellar Stallings adjourned the meeting at 6:28 p.m. to a meeting on November 8, 2022 at 6:00 p.m.

Vilma Cuellar Stallings, Mayor

ATTEST:

Heidi Luce, City Clerk

NOVEMBER 8, 2022

REGISTER OF DEMANDS
PARAMOUNT CITY COUNCIL

MOTION IN ORDER:
APPROVE THE PARAMOUNT CITY COUNCIL REGISTER OF DEMANDS.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____

**CITY OF PARAMOUNT
FINAL CHECK REGISTER
October 31, 2022
Pre-issue Checks**

Check Number	Vendor Name	Amount	Description
326245	A & G FENCE AND SUPPLY SALES	235.00	PW - FACILITY MNTC SVCS
326470		13,054.24	PW - FACILITY MNTC SUPPLIES
	Vendor Total	13,289.24	
326170	A PLUS PORTABLE SERVICES	355.76	CP - HAY TREE EVENT
	Vendor Total	355.76	
326171	A Y NURSERY, INC.	261.00	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	261.00	
325921	ADAMS POOL AND SPA SERVICE	937.50	PW - FACILITY MNTC SVCS
		937.50	PW - FACILITY MNTC SVCS
		937.50	PW - FACILITY MNTC SVCS
		937.50	PW - FACILITY MNTC SVCS
		937.50	PW - FACILITY MNTC SVCS
		750.00	PW - FACILITY MNTC SVCS
326009		937.50	PW - FACILITY MNTC SVCS
		937.50	PW - FACILITY MNTC SVCS
326246		937.50	PW - FACILITY MNTC SVCS
326339		562.50	PW - FACILITY MNTC SVCS
326388		562.50	PW - FACILITY MNTC SVCS
		187.50	PW - FACILITY MNTC SVCS
	Vendor Total	9,562.50	
326432	ADMINISTRATIVE SERVICES CO-OP	35.05	CSR - TAXI TRANSIT SVCS (8/22)
	Vendor Total	35.05	
326036	ADVANCE ELEVATOR, INC	300.00	PW - ELEVATOR MNTC (9/22)
	Vendor Total	300.00	
325813	ADVANCED AQUATIC TECHNOLOGY	975.00	PW - CIVIC CENTER FOUNTAIN MNTC (8/22)
325922		975.00	PW - CIVIC CENTER FOUNTAIN MNTC (9/22)
326340		975.00	PW - CIVIC CENTER FOUNTAIN MNTC (10/22)
	Vendor Total	2,925.00	
326124	ADVANCED CHEMICAL TRANSPORT,	6,547.92	PW - HAZARDOUS WASTE DISPOSAL SVCS
	Vendor Total	6,547.92	
326037	AFLAC	2,702.43	AFLAC VOLUNTARY INSURANCE (9/22)
	Vendor Total	2,702.43	
325923	AIRGAS	110.42	PW - FACILITY MNTC SUPPLIES
326214		107.64	PW - WATER OPER MNTC SUPPLIES
		58.54	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	276.60	
325814	AKESO OCCUPATIONAL HEALTH	1,148.00	HR - HEALTH SCREENINGS (8/22)
		570.00	CSR - STAR HEALTH SCREENINGS (8/22)
326247		325.00	CSR - STAR HEALTH SCREENINGS (9/22)
	Vendor Total	2,043.00	
326215	AKM CONSULTING ENGINEERS, INC	50,444.50	CIP - WELL #16 CONSTRUCTION MGMT (8/22)
326309		46,856.87	CIP - WELL #16 CONSTRUCTION MGMT (9/22)
	Vendor Total	97,301.37	
325885	ALIN PARTY SUPPLY CO.	119.92	CSR - STAR SUPPLIES
326248		30.61	CSR - STAR SUPPLIES
326389		170.02	CSR - STAR SUPPLIES
326433		250.81	CSR - STAR SUPPLIES
		194.22	CSR - STAR SUPPLIES
326471		39.58	CSR - HALLOWEEN HOOTENANNY EVENT
	Vendor Total	805.16	

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Check Number	Vendor Name	Amount	Description
326279	ALL CITIES LOCK & SAFE	137.32	PS - OFFICE SUPPLIES
	Vendor Total	137.32	
325839	ALL CITY MANAGEMENT SERVICES	17,938.44	PS - CROSSING GUARD SVCS (8/21 - 9/3)
326125		16,138.42	PS - CROSSING GUARD SVCS (9/4 - 9/17)
326280		17,938.44	PS - CROSSING GUARD SVCS (9/18 - 10/1)
326434		17,938.44	PS - CROSSING GUARD SVCS (10/2 - 10/15)
	Vendor Total	69,953.74	
325886	ALLIANT INSURANCE SERVICES, INC	322.00	CP - HERITAGE PARADE INSURANCE
	Vendor Total	322.00	
326038	ALVARADO	17.05	WTR DEP REF - 15961 HUNSAKER
	Vendor Total	17.05	
326039	ALVAREZ	6.82	WTR DEP REF - 7319 1/2 PETROL
	Vendor Total	6.82	
325840	AMBIENT PRO, LLC	600.00	CP - SUMMER EVENT (9/13-CMFA)
326390		3,000.00	CSR - HALLOWEEN FESTIVAL EVENT
	Vendor Total	3,600.00	
326040	ANDRADE	4.99	WTR DEP REF - 6653 SAN LUIS
	Vendor Total	4.99	
325841	ANDRADE, ANA C	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325914	ANDREWNIQUE, DUVEA	389.00	PARKING CITATION REFUND (ANDREWNIQUE)
	Vendor Total	389.00	
326041	APARICIO	27.43	WTR DEP REF - 15965 HUNSAKER
	Vendor Total	27.43	
325887	APLIN, DAMON	80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326103		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326147		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326262		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326341		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326435		80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
	Vendor Total	640.00	
326042	APODACA JUAREZ	4.38	WTR DEP REF - 16446 ORIZABA
	Vendor Total	4.38	
326105	APPLE INC	21,214.36	CSR - STAR MACBOOK PROS (16)
		20,744.31	CSR - STAR IPADS (25)
		302.64	CSR - STAR SUPPLIES
		220.22	CSR - STAR SUPPLIES
		104.74	CSR - STAR SUPPLIES
326391		247.79	CSR - STAR SUPPLIES
	Vendor Total	42,834.06	
326197	AQUA-METRIC SALES COMPANY	4,982.26	FIN - WATER METER READER SOFTWARE
		2,100.00	FIN - WATER METER READER MNTC (FY23)
	Vendor Total	7,082.26	
326342	AQUATIC INFORMATICS, INC	12,007.80	PW - WATER TRAX ANNUAL SUBSCRIPTION
	Vendor Total	12,007.80	
326148	ARAMARK UNIFORM SERVICES, INC.	239.78	CSR - LAUNDRY SVCS (9/14)
326436		211.84	CSR - LAUNDRY SVCS (10/12)
	Vendor Total	451.62	

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Check Number	Vendor Name	Amount	Description
325842	ARAUZ, ANTONIA	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326149	ARMORCAST PRODUCTS COMPANY	11,098.65	PW - WATER METER COVERS (80)
		3,740.00	PW - WATER METER BOXES (36)
	Vendor Total	14,838.65	
326281	ARTE JIMENEZ STUDIO	600.00	PS - PUBLIC SAFETY EXPO (10/15)
	Vendor Total	600.00	
325924	ARTESIA FERTILIZER	115.00	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	115.00	
326043	ASMODUS	.03	WTR DEP REF - 15962 DOWNEY
	Vendor Total	.03	
325815	AT & T	116.99	GEN - PARAMOUNT POOL INTERNET (10/22)
325888		112.35	GEN - CLRWTR INTERNET (9/22)
325963		64.20	GEN - SPLASH PAD INTERNET (9/22)
326150		106.29	GEN - COM CTR INTERNET (10/22)
326368		112.35	GEN - CLRWTR INTERNET (10/22)
326437		64.20	GEN - SPLASH PAD INTERNET (10/22)
326216		1,478.12	GEN - TELEPHONE SERVICE (9/22)
		879.09	PW - WATER SYSTEM SERVICE (9/22)
	Vendor Total	2,933.59	
326044	AVILA	20.06	WTR DEP REF - 13921 FACADE
	Vendor Total	20.06	
325843	AZPEITA, ANGELICA	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326217	AZTECA PARTY RENTALS, INC	1,125.00	CSR - HALLOWEEN HOOTENANNY
326333		1,125.00	CSR - HALLOWEEN HOOTENANNY EVENT
	Vendor Total	2,250.00	
326106	BACKFLOW APPARATUS & VALVE	951.24	PW - WATER OPER MNTC SUPPLIES
326172		599.76	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	1,551.00	
326045	BALDWIN	20.32	WTR DEP REF - 15720 PITTS
	Vendor Total	20.32	
325816	BARR COMMERCIAL DOOR REPAIR	4,781.85	PW - ROLL-UP DOOR REPAIR
326343		330.00	PW - FACILITY MNTC SVCS
326392		472.71	PW - FACILITY MNTC SVCS
	Vendor Total	5,584.56	
325889	BARRIOS, RUDOLPH	80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326104		80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326151		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326263		80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326344		80.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
326438		120.00	CSR - UMPIRE FEE (SOFTBALL LEAGUE)
	Vendor Total	560.00	
326046	BARTEL ASSOCIATES, LLC	2,806.50	FIN - OPEB VALUATION (6/30/21)
		2,500.00	FIN - OPEB GASB75 REPORT (FY 2022)
	Vendor Total	5,306.50	
325890	BC TRAFFIC SPECIALIST	30,830.25	CP - HERITAGE FESTIVAL (TRAFFIC)
	Vendor Total	30,830.25	

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Check Number	Vendor Name	Amount	Description
326047	BEE PRINTING	4,965.26	PS - PARKING CITATION BOOKLETS
	Vendor Total	4,965.26	
326152	BEER PAPER, LLC	775.00	AS - ECONOMIC DEVELOPMENT
	Vendor Total	775.00	
326010	BEIGHTON, DAVE	2,300.00	PS - DETECTIVE SPECIALIST (9/10 - 9/23)
326218		1,950.00	PS - DETECTIVE SPECIALIST (9/24 - 10/7)
326439		1,500.00	PS - DETECTIVE SPECIALIST (10/8-10/21)
	Vendor Total	5,750.00	
326198	BIOMETRICS4ALL, INC	225.00	HR - FINGERPRINTING SVCS (9/22)
	Vendor Total	225.00	
325817	BISHOP COMPANY	362.59	PW - LANDSCAPE MNTC SUPPLIES
326393		533.35	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	895.94	
325809	BRIGHT BULBS ELECTRIC	39.60	CD - BLDG PERMIT REFUND
	Vendor Total	39.60	
326345	BRIGHTVIEW LANDSCAPE	6,765.82	PW - LANDSCAPE MNTC SVCS
		3,857.86	PW - LANDSCAPE MNTC SVCS
	Vendor Total	10,623.68	
325818	BROWN BOLT & NUT CORP.	213.70	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	213.70	
325964	BRUYERE	15.39	WTR DEP REF - 15321 BELLOTA
	Vendor Total	15.39	
326310	BUCKNAM & ASSOCIATES, INC	5,070.00	CIP - WELL #16 PROGRAM MGMT (9/22)
	Vendor Total	5,070.00	
325965	BUILDING CONTRACTORS	648.28	WTR DEP REF - 16229 ILLINOIS
	Vendor Total	648.28	
326048	BUSTAMANTE	20.55	WTR DEP REF - 13636 MERKEL
	Vendor Total	20.55	
325925	C S LEGACY CONSTRUCTION	98,208.21	CIP - BUS SHELTERS (8/22)
	Vendor Total	98,208.21	
326219	CAL HOME REMODELING	3,343.00	PL - RES REHAB (8411 WILBARN)
326369		2,776.50	PL - RES REHAB (13444 JETMORE)
	Vendor Total	6,119.50	
325819	CALIFORNIA ASSOCIATION OF CODE	40.00	PS - CACEO TRAINING (BC)
		40.00	PS - CACEO TRAINING (ER)
		40.00	PS - CACEO TRAINING (NH)
		40.00	PS - CACEO TRAINING (JD)
	Vendor Total	160.00	
326220	CALIFORNIA BUILDING STANDARDS	225.00	PL - REMITTANCE SB1473 (7/22-9/22)
		25.00	PL - ADMIN FEE SB1473 (7/22-9/22)
		-25.00	PL - ADMIN FEE SB1473 (7/22-9/22)
	Vendor Total	225.00	
326107	CALIFORNIA JPIA	5,608.00	GEN - ENVIRONMENTAL INSURANCE (FY 2023)
	Vendor Total	5,608.00	

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Check Number	Vendor Name	Amount	Description
15812	CALIFORNIA PUBLIC EMPLOYEES'	39,733.69	PERS RETIREMENT - PPE 9/9
15813		2,978.36	PERS RETIREMENT (CC) - 9/22
15814		15,541.82	PERS RETIREMENT - PPE 9/9
15815		494.73	PERS RETIREMENT (CC) - 9/22
15828		98,925.39	MEDICAL INSURANCE (ACTIVE) - 10/22
		9,089.00	MEDICAL INSURANCE (RETIRED) - 10/22
		530.99	MEDICAL INSURANCE (ADMIN FEE) - 10/22
15839		40,084.37	PERS RETIREMENT - PPE 9/23
15840		15,466.28	PERS RETIREMENT - PPE 9/23
15865		39,856.66	PERS RETIREMENT - PPE 10/7
15866		15,722.08	PERS RETIREMENT - PPE 10/7
	Vendor Total	278,423.37	
325926	CALIFORNIA WATERS	70,987.05	CIP - PARAMOUNT POOL REPAIR (RET)
		27,718.52	CIP - PARAMOUNT POOL REPAIR (4/22-6/22)
	Vendor Total	98,705.57	
326049	CALPERS LONG-TERM CARE PROGRAM	47.54	CALPERS LTC - PPE 9/23 (AF)
326264		47.54	CALPERS LTC - PPE 10/7 (AF)
326460		47.54	CALPERS LTC - PPE 10/21 (AF)
	Vendor Total	142.62	
325844	CANALES, ANA	187.41	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	187.41	
325966	CANELA, ANDREA	150.00	FACILITY DEPOSIT REFUND (CANELA,7347)
	Vendor Total	150.00	
326173	CARLSON GRACIE PARAMOUNT	300.00	CSR - SELF DEFENSE CLASS (10/22)
	Vendor Total	300.00	
326050	CARON	31.28	WTR DEP REF - 6617 CARO
	Vendor Total	31.28	
326440	CARRASCO, SAMUEL	500.00	FACILITY DEPOSIT REFUND (CARRASCO,7376)
	Vendor Total	500.00	
326051	CARRERA	3.79	WTR DEP REF - 14075 ANDERSON
	Vendor Total	3.79	
326394	CASA ADELITA	358.55	CSR - MEETING EXPENSE
	Vendor Total	358.55	
326395	CASA GAMINO	777.00	CSR - STAR SUPPLIES
	Vendor Total	777.00	
326052	CASAS	9.73	WTR DEP REF - 15332 CASTANA
	Vendor Total	9.73	
325845	CASILLAS, RUTH	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325891	CDW GOVERNMENT, INC.	361.45	GEN - COMPUTER MNTC SUPPLIES
326174		507.68	GEN - COMPUTER MONITOR
		224.71	GEN - PRINTER TONER
		46.24	GEN - COMPUTER MNTC SUPPLIES
		35.33	GEN - COMPUTER MNTC SUPPLIES
		34.47	GEN - COMPUTER MNTC SUPPLIES
326249		291.58	GEN - COMPUTER MNTC SUPPLIES
326334		34.21	GEN - COMPUTER MNTC SUPPLIES
	Vendor Total	1,535.67	
325846	CENDEJAS, WENDY	131.98	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	131.98	

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Check Number	Vendor Name	Amount	Description
326153	CENTRAL BASIN MUNI WATER DIST	362,007.91	PW - PURCHASED WATER (8/22)
326396		343,143.54	PW - PURCHASED WATER (9/22)
	Vendor Total	705,151.45	
326054	CERVANTES	24.34	WTR DEP REF - 15149 FAULKNER
326053		21.06	WTR DEP REF - 15329 PIMENTA
	Vendor Total	45.40	
326055	CHANG	17.46	WTR DEP REF - 8739 VANS
	Vendor Total	17.46	
325820	CHARTER COMMUNICATIONS	769.00	GEN - CITY YARD FIBER INTERNET (9/22)
326250		769.00	GEN - CITY YARD FIBER INTERNET (10/22)
	Vendor Total	1,538.00	
325847	CHAVEZ, SONYA	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326221	CINDY'S JUMPERS, LLC	1,049.00	PS - PUBLIC SAFETY EXPO (10/15)
	Vendor Total	1,049.00	

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Check Number	Vendor Name	Amount	Description		
326175	CINTAS #053	53.81	PW - UNIFORM SVC (FACILITIES)		
		38.55	PW - UNIFORM SVC (LANDSCAPE)		
		28.86	PW - UNIFORM SVC (ROADS)		
		21.85	PW - UNIFORM SVC (WTR PROD)		
		23.59	PW - UNIFORM SVC (WTR DIST)		
		22.45	PW - UNIFORM SVC (WTR CUST SVC)		
		53.81	PW - UNIFORM SVC (FACILITIES)		
		38.55	PW - UNIFORM SVC (LANDSCAPE)		
		26.94	PW - UNIFORM SVC (ROADS)		
		21.85	PW - UNIFORM SVC (WTR PROD)		
		23.59	PW - UNIFORM SVC (WTR DIST)		
		22.45	PW - UNIFORM SVC (WTR CUST SVC)		
		53.81	PW - UNIFORM SVC (FACILITIES)		
		38.55	PW - UNIFORM SVC (LANDSCAPE)		
		26.94	PW - UNIFORM SVC (ROADS)		
		21.85	PW - UNIFORM SVC (WTR PROD)		
		23.59	PW - UNIFORM SVC (WTR DIST)		
		22.45	PW - UNIFORM SVC (WTR CUST SVC)		
		53.81	PW - UNIFORM SVC (FACILITIES)		
		38.55	PW - UNIFORM SVC (LANDSCAPE)		
		26.94	PW - UNIFORM SVC (ROADS)		
		21.85	PW - UNIFORM SVC (WTR PROD)		
		23.59	PW - UNIFORM SVC (WTR DIST)		
		22.45	PW - UNIFORM SVC (WTR CUST SVC)		
		53.81	PW - UNIFORM SVC (FACILITIES)		
		38.55	PW - UNIFORM SVC (LANDSCAPE)		
		26.94	PW - UNIFORM SVC (ROADS)		
		21.85	PW - UNIFORM SVC (WTR PROD)		
		23.59	PW - UNIFORM SVC (WTR DIST)		
		22.45	PW - UNIFORM SVC (WTR CUST SVC)		
		326222		104.25	PW - UNIFORM SVC (FACILITIES)
				38.55	PW - UNIFORM SVC (LANDSCAPE)
				26.69	PW - UNIFORM SVC (ROADS)
21.85	PW - UNIFORM SVC (WTR PROD)				
23.59	PW - UNIFORM SVC (WTR DIST)				
72.89	PW - UNIFORM SVC (WTR CUST SVC)				
53.81	PW - UNIFORM SVC (FACILITIES)				
38.55	PW - UNIFORM SVC (LANDSCAPE)				
26.69	PW - UNIFORM SVC (ROADS)				
21.85	PW - UNIFORM SVC (WTR PROD)				
23.59	PW - UNIFORM SVC (WTR DIST)				
22.45	PW - UNIFORM SVC (WTR CUST SVC)				
53.81	PW - UNIFORM SVC (FACILITIES)				
38.55	PW - UNIFORM SVC (LANDSCAPE)				
26.69	PW - UNIFORM SVC (ROADS)				
21.85	PW - UNIFORM SVC (WTR PROD)				
23.59	PW - UNIFORM SVC (WTR DIST)				
22.45	PW - UNIFORM SVC (WTR CUST SVC)				
53.81	PW - UNIFORM SVC (FACILITIES)				
38.55	PW - UNIFORM SVC (LANDSCAPE)				
26.69	PW - UNIFORM SVC (ROADS)				
21.85	PW - UNIFORM SVC (WTR PROD)				
23.59	PW - UNIFORM SVC (WTR DIST)				
22.45	PW - UNIFORM SVC (WTR CUST SVC)				
	Vendor Total	1,786.51			
326282	CINTAS FIRE PROTECTION	146.28	PW - FIRE PROTECTION SVCS		
	Vendor Total	146.28			

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Check Number	Vendor Name	Amount	Description
326056	CIT TECHNOLOGY FIN SERV, INC	187.07	PW - COPIER (9/22)
326251		187.07	PW - COPIER (10/22)
326370		527.84	PS - COPIER (10/22)
326387		561.35	PS - COPIER (9/22)
	Vendor Total	1,463.33	
326109	CITY OF DOWNEY	132,767.00	PS - ANIMAL CONTROL SVCS (1/23 - 6/23)
	Vendor Total	132,767.00	
15806	CITY OF PARAMOUNT PAYROLL	97.29	NET PAYROLL - SPEC 9/2
15809		274.66	NET PAYROLL - SPEC 9/16
15818		323,941.53	NET PAYROLL - PPE 09/23
15850		320,576.17	NET PAYROLL - PPE 10/07
15862		227.88	NET PAYROLL - SPEC 10/12
15868		221.67	NET PAYROLL - SPEC 10/12
15871		342,132.34	NET PAYROLL - PPE 10/21
15880		245.76	NET PAYROLL - SPEC 10/28
	Vendor Total	987,717.30	
326126	CITY OF PARAMOUNT WATER DEPT	22,660.47	GEN - PARKS & FACILITIES (7/22 - 8/22)
		57,896.55	PW - MEDIAN IRRIGATION (7/22 - 8/22)
		3,373.96	PW - PARAMOUNT PARK (7/22 - 8/22)
		285.52	GEN - PARAMOUNT PARK (7/22 - 8/22)
		38.20	GEN - CLRWTR BLDG (7/22 - 8/22)
		362.79	GEN - ASSESSMENT DISTRICT (7/22 - 8/22)
	Vendor Total	84,617.49	
326397	CITYSPAN TECHNOLOGIES, INC	8,250.00	CSR - STAR ATTENDANCE SOFTWARE
	Vendor Total	8,250.00	
326441	COAST FITNESS REPAIR SHOP	193.09	PS - GYM EQUIPMENT MNTC
	Vendor Total	193.09	
325892	COLANTUONO, HIGHSMITH &	75.81	CA - LEGAL SVCS (SCG COALITION) - 8/22
	Vendor Total	75.81	
326057	COLLAZO	14.02	WTR DEP REF - 7665 RACINE
	Vendor Total	14.02	
326442	COLORS PRINTING, INC	317.52	CSR - SENIOR NEWSLETTER (10/22)
	Vendor Total	317.52	
325927	COMMERCIAL BUILDING MANAGEMENT	12,357.33	PW - JANITORIAL SVCS (8/22)
326252		12,357.33	PW - JANITORIAL SVCS (9/22)
	Vendor Total	24,714.66	
325893	CONTINENTAL INTERPRETING	465.00	PS - COMMUNITY INTERPRETER (CWPC-8/25)
		100.00	CC - TRANSLATION SVCS (AGENDA-8/16)
		100.00	CC - TRANSLATION SVCS (AGENDA-8/2)
		100.00	CC - TRANSLATION SVCS (AGENDA-9/6)
326283		700.00	CC - COMMUNITY INTERPRETER (9/6)
		700.00	CC - COMMUNITY INTERPRETER (9/20)
		177.12	PS - TRANSLATION SVCS(VIOLATION NOTICE)
	Vendor Total	2,342.12	
326058	COPY PLACE	292.52	PL - PLAN DIGITAL FORMAT
	Vendor Total	292.52	
326265	CORBIN, EDDIE DEAN	22.00	PS - PARKING CITATION REFUND (CORBIN)
	Vendor Total	22.00	
325848	CORONA, CUTBERTO	143.31	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	143.31	

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Check Number	Vendor Name	Amount	Description
326059	CORTEZ	24.42	WTR DEP REF - 7053 SAN VICENTE
	Vendor Total	24.42	
326311	COSTCO WHOLESALE	180.00	FIN - COSTCO MEMBERSHIP
	Vendor Total	180.00	
326284	CRAFTWATER ENGINEERING, INC	91,014.03	CIP - SPANE PARK STORMWATER CAPTURE
326312		71,631.41	CIP - SPANE PARK STORMWATER CAPTURE
	Vendor Total	162,645.44	
326154	CRUZ, ALMA	150.00	FACILITY DEPOSIT REFUND (CRUZ,7380)
	Vendor Total	150.00	
325967	CUELLAR	27.12	WTR DEP REF - 15307 GUNDRY
	Vendor Total	27.12	
326346	D & S WINDOW COVERING, INC	102.96	PW - FACILITY MNTC SUPPLIES
	Vendor Total	102.96	
325928	DATA TICKET, INC	7,265.76	PS - PARKING CITATION SVCS (7/22)
		152.00	PS - SPECTATOR CITATION SVCS (8/22)
326127		200.00	PS - NOISE DIST CITATION SVCS (8/22)
		86.00	PS - CODE ENF CITATION SVCS (8/22)
326371		1,938.79	PS - PARKING TICKET ROLLS
		200.00	PS - CODE ENF CITATION SVCS (9/22)
		95.00	PS - SPECTATOR CITATION SVCS (9/22)
326398		7,223.28	PS - PARKING CITATION SVCS (9/22)
326461		394.00	PS - CODE ENF CITATION SVCS (9/22)
		200.00	PS - NOISE DISTURBANCE SVCS (9/22)
	Vendor Total	17,754.83	
326347	DAVIS, MICHAEL	300.00	CSR - ADAPTIVE RECREATION SUPPLIES
	Vendor Total	300.00	
326443	DE LAGE LANDEN	166.22	CSR - COM CTR COPIER (10/22)
	Vendor Total	166.22	
325849	DE LOA, VERONICA	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325850	DEPT OF JUSTICE	32.00	HR - FINGERPRINTING SVCS (8/22)
	Vendor Total	32.00	
325851	DIAMOND ENVIRONMENTAL SERVICES	760.24	PW - DILLS PARK RESTROOM (8/22)
		322.98	PW - SALUD PARK RESTROOM (8/22)
325968		760.24	PW - DILLS PARK RESTROOM (9/22)
		347.59	PW - DILLS PARK RESTROOM (9/22)
		326.06	PW - SALUD PARK RESTROOM (8-9/22)
		-488.74	PW - DILLS PARK RESTROOM (CREDIT)
326285		540.68	PW - DILLS PARK RESTROOM (10/22)
326348		331.44	PW - SALUD PARK RESTROOM (9/22)
	Vendor Total	2,900.49	
325852	DIAZ, VICENTE	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326155	DIRECTV	86.99	PS - EOC SATELLITE SVCS (10/22)
	Vendor Total	86.99	
325894	DISCOUNT SCHOOL SUPPLY	566.13	CSR - STAR SUPPLIES
	Vendor Total	566.13	

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Check Number	Vendor Name	Amount	Description
326223	DJ CATRACHO ENTERTAINMENT, INC	280.00	CSR - HALLOWEEN HOOTENANNY
326444		450.00	CSR - HALLOWEEN HOOTENANNY EVENT
	Vendor Total	730.00	
325958	DJ JOSE T ENTERTAINMENT	220.00	CSR - SENIOR ENTERTAINMENT (9/29)
	Vendor Total	220.00	
325895	DOCUMENT SYSTEMS, INC	78.07	CSR - COM CTR COPIER (9/22)
	Vendor Total	78.07	
325969	DONIS, RAYZA XIMENA	500.00	FACILITY DEPOSIT REFUND (DONIS,7365)
	Vendor Total	500.00	
326313	DUNN EDWARDS PAINTS	932.07	PW - FACILTIY MNTC SUPPLIES
	Vendor Total	932.07	
326224	EIDE BAILLY, LLP	30,000.00	FIN - AUDIT SVCS (FY 2022)
	Vendor Total	30,000.00	
15845	ELAVON, INC	344.74	GEN-CS CREDIT CARD TERMINAL SVCS (9/22)
15846		322.74	GEN-PL CREDIT CARD TERMINAL SVCS (9/22)
	Vendor Total	667.48	
326060	EMMANUEL REFORMED CHURCH	22.82	WTR DEP REF - 16200 VIRGINIA
	Vendor Total	22.82	
15819	EMPLOYMENT DEVELOPMENT DEPT	14,108.17	STATE PAYROLL TAX - PPE 9/23
15853		13,971.58	STATE PAYROLL TAX - PPE 10/7
15872		14,383.28	STATE PAYROLL TAX - PPE 10/21
	Vendor Total	42,463.03	
326314	ENTERPRISE FM TRUST	5,111.81	PW - VEHICLE LEASE (254DVG) - PRINCIPAL
		1,211.23	PW - VEHICLE LEASE (254DVG) - INTEREST
		-100.00	PW - VEHICLE LEASE (CREDIT)
	Vendor Total	6,223.04	
326349	ENVIRONMENTAL PLANNING	16,729.63	PL - EIR FOR SPECIFIC PLAN(PARAMOUNT)
	Vendor Total	16,729.63	
326061	ESQUIVIAS, ERICA	198.42	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	198.42	
326110	EUROFINS CALSCIENCE LLC	1,391.50	PW - WATER CHEMICAL TESTING
		502.50	PW - WATER CHEMICAL TESTING
	Vendor Total	1,894.00	
325853	EVERBRIDGE, INC	11,330.00	PS - REVERSE 911 RESPONSE SYSTEM (FY23)
	Vendor Total	11,330.00	
326199	EWING IRRIGATION PRODUCTS, INC	1,431.35	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	1,431.35	
326399	FACILITY WERX, INC	274.70	PW - HOUSEHOLD SUPPLIES
	Vendor Total	274.70	
326400	FALCON FUELS, INC	115,175.20	PL - ECONOMIC DEVELOPMENT(3Q CY2022-EST)
	Vendor Total	115,175.20	
326401	FAMILY PROMISE OF	17,162.26	PS - HOMELESS PREVENTION SVC(7/22-9/22)
	Vendor Total	17,162.26	
325970	FEDEX	29.21	GEN - POSTAGE EXPENSE
326156		75.65	GEN - POSTAGE EXPENSE
326253		28.84	GEN - POSTAGE EXPENSE
	Vendor Total	133.70	

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326062	FELIX	17.84	WTR DEP REF - 6540 MOTZ
	Vendor Total	17.84	
325929	FERGUSON ENTERPRISES, INC	210.42	PW - FACILITY MNTC SUPPLIES
		187.22	PW - FACILITY MNTC SUPPLIES
		180.14	PW - FACILITY MNTC SUPPLIES
		154.28	PW - FACILITY MNTC SUPPLIES
326176		280.71	PW - FACILITY MNTC SUPPLIES
326200		2,182.08	PW - FACILITY MNTC SUPPLIES
		999.23	PW - FACILITY MNTC SUPPLIES
326350		1,563.20	PW - FACILITY MNTC SUPPLIES
		458.98	PW - FACILITY MNTC SUPPLIES
		45.55	PW - FACILITY MNTC SUPPLIES
326402		291.76	PW - FACILITY MNTC SUPPLIES
		272.23	PW - FACILITY MNTC SUPPLIES
	Vendor Total	6,825.80	
326225	FERNANDO TOURS INC	400.00	AS - ECONOMIC DEVELOPMENT (5/19)
	Vendor Total	400.00	
325806	FIGUEROA ARROYO	10.96	WTR DEP REF - 13709 RUTHER
	Vendor Total	10.96	
326286	FILE KEEPERS, LLC	60.10	AS - SHREDDING SVCS (9/22)
	Vendor Total	60.10	
325854	FIRST VEHICLE SERVICES	28,621.58	PW - VEHICLE MNTC SVCS (8/22)
		11,051.44	PW - VEHICLE NON-CONTRACT MNTC (8/22)
326157		28,261.58	PW - VEHICLE MNTC SVCS (9/22)
		4,342.75	PW - VEHICLE NON-CONTRACT MNTC (9/22)
326462		28,261.58	PW - VEHICLE MNTC SVCS (10/22)
		427.33	PW - VEHICLE NON-CONTRACT MNTC (10/22)
	Vendor Total	100,966.26	
326063	FLORES	20.11	WTR DEP REF - 15737 GUNDRY
	Vendor Total	20.11	
325971	FOOTHILL COMMUNICATIONS, INC	25,790.92	PS - LASD PORTABLE RADIOS (9)
		14,755.21	PS - LASD PORTABLE RADIOS (5)
	Vendor Total	40,546.13	
326372	FORD MOTOR CREDIT COMPANY LLC	10,684.13	PW - TRUCK LEASE (8526713)-PRINCIPAL
		2,294.60	PW - TRUCK LEASE (8526713)-INTEREST
	Vendor Total	12,978.73	
326403	FRAME EXPRESS	4,107.59	CSR - CITY COUNCIL FRAMES
	Vendor Total	4,107.59	
325855	FRANCO, RICARDO	93.70	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	93.70	
325856	FUN EXPRESS	782.78	CSR - ENP EVENT SUPPLIES
325896		2,243.87	CSR - STAR SUPPLIES
		72.74	CSR - STAR SUPPLIES
326287		2,311.05	CP - VETERANS CELEBRATION
		88.14	CP - VETERANS CELEBRATION
326404		4,296.22	CSR - STAR SUPPLIES
		2,398.60	CSR - STAR SUPPLIES
		110.23	CSR - STAR SUPPLIES
	Vendor Total	12,303.63	
325972	FUSION	171.38	GEN - PARAMOUNT PARK ETHERNET (9/22)
	Vendor Total	171.38	

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326288	G & S CLEANERS	840.00	CSR - LAUNDRY SVCS (10/3)
		56.00	CSR - LAUNDRY SVCS (10/3)
	Vendor Total	896.00	
326266	GALINDO, KATIA	150.00	FACLITY DEPOSIT REFUND (GALINDO,7386)
	Vendor Total	150.00	
325812	GAMBOA	14.57	WTR DEP REF - 6727 MARCELLE
325973		25.64	WTR DEP REF - 7539 JEFFERSON
	Vendor Total	40.21	
325808	GAMEZ, MARIA DEL SOCORRO	50.00	FACILITY DEPOSIT REFUND (GAMEZ)
	Vendor Total	50.00	
326064	GAMINO	27.39	WTR DEP REF - 7827 ROSE
	Vendor Total	27.39	
326065	GARCIA	10.88	WTR DEP REF - 6504 SAN MATEO
326066		23.18	WTR DEP REF - 15730 ORIZABA
326067		28.40	WTR DEP REF - 14709 ORANGE #1/2
325974		13.34	WTR DEP REF - 15732 ORIZABA
	Vendor Total	75.80	
326267	GARCIA, ANGELA	1,000.00	FACILITY DEPOSIT REFUND (GARCIA,7310)
		-85.00	FACILITY FEES (GARCIA)
	Vendor Total	915.00	
326268	GAS COMPANY	2,015.88	GEN - FACILITIES NATURAL GAS (9/22)
		257.62	PW - WELL #14 NATURAL GAS (9/22)
		2.27	GEN - CLRWTR NATURAL GAS (9/22)
	Vendor Total	2,275.77	
326269	GAXIOLA, GABRIELA JOVANA	110.24	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	110.24	
15817	GEOCKO, INC	9,312.17	PL - SBA RELIEF ADMIN FEE
15847		20,000.00	PL - SBA RELIEF (FELIX GOMEZ TRANSPORT)
		20,000.00	PL - SBA RELIEF (CAFE CORLEONE)
		20,000.00	PL - SBA RELIEF (4 J'S GROUP SERVICES)
		20,000.00	PL - SBA RELIEF (HOPE FOR HEALING)
		20,000.00	PL - SBA RELIEF (PIEDRA'S MACHINE)
15851		5,820.10	PL - SBA RELIEF ADMIN FEE
	Vendor Total	115,132.27	
326331	GILMER	6.55	WTR DEP REF - 6687 CARO
	Vendor Total	6.55	
326068	GLOBAL INDUSTRIAL	852.82	GEN - COMPUTER MNTC SUPPLIES
		178.92	GEN - OFFICE SUPPLIES
		178.91	AS - OFFICE SUPPLIES
		178.91	PL - OFFICE SUPPLIES
	Vendor Total	1,389.56	
325975	GODINEZ	14.02	WTR DEP REF - 7118 SAN LUIS
	Vendor Total	14.02	
325976	GOLD KEY DEVELOPMENT, INC	764.06	WTR DEP REF - 6510 ALONDRA
	Vendor Total	764.06	
326289	GOLDEN STATE WATER COMPANY	528.21	PW - MEDIAN IRRIGATION (9/22)
		5,146.65	GEN - ALL AMERICAN PARK WATER (9/22)
	Vendor Total	5,674.86	

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326069	GONZALEZ	.69	WTR DEP REF - 14917 INDIANA
	Vendor Total	.69	
325857	GONZALEZ, JUAN	198.44	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	198.44	
325858	GONZALEZ, MICHELLE ISABEL	107.05	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	107.05	
326445	GONZALEZ, SELINA	150.00	FACILITY DEPOSIT REFUND (GONZALEZ,7393)
	Vendor Total	150.00	
325977	GOOROO, INC	29.99	WTR DEP REF - 14528 GARFIELD
	Vendor Total	29.99	
326128	GOPHER	481.16	CSR - 1660 ADULT SPORTS SUPPLIES
	Vendor Total	481.16	
326201	GOTO COMMUNICATIONS, INC	2,169.13	GEN - VOIP TELEPHONE SVC (10/22)
	Vendor Total	2,169.13	
325897	GOVCONNECTION, INC	120.16	CSR - STAR SOFTWARE LICENSE
	Vendor Total	120.16	
326070	GRAFF	46.91	WTR DEP REF - 7824 ALONDRA
	Vendor Total	46.91	
325930	GRAFFITI TRACKER, INC	13,000.00	PS - GRAFFITI TRACKING SVCS(7/22-12/22)
	Vendor Total	13,000.00	
325821	GRAINGER	206.71	PW - WATER OPER MNTC SUPPLIES
326011		113.60	PW - WATER OPER MNTC SUPPLIES
		108.10	PW - WATER OPER MNTC SUPPLIES
326472		137.99	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	566.40	
326177	GREENFIELD LANDSCAPING & MNTC	39,103.03	PW - LANDSCAPE MNTC SVCS (8/22)
326290		58,250.00	PW - LANDSCAPE MNTC SVCS (9/22)
		247.09	PW - LANDSCAPE MNTC SVCS
	Vendor Total	97,600.12	
325931	GUS'S DELI BBQ & GRILL	330.42	GEN - CC MEETING EXPENSE (9/6)
	Vendor Total	330.42	
325978	GUTIERREZ	38.78	WTR DEP REF - 8335 ROSECRANS
	Vendor Total	38.78	
326071	GUZMAN	.69	WTR DEP REF - 6315 RANCHO CABALLO
	Vendor Total	.69	
326178	H & H NURSERY INC.	141.52	PW - LANDSCAPE MNTC SUPPLIES
326315		114.20	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	255.72	
325822	HAL'S GLASS CO., INC.	342.41	PW - FACILITY MNTC SVCS
325932		1,559.80	PW - FACILITY MNTC SVCS
326405		916.31	PW - FACILITY MNTC SVCS
	Vendor Total	2,818.52	
326373	HARDY AND HARPER, INC	97,342.20	CIP - ARTERIAL STREET RESURF (9/22)
	Vendor Total	97,342.20	
15842	HASLER MAILING SYSTEMS	2,500.00	GEN - POSTAGE METER (9/29)
15843		2,500.00	GEN - POSTAGE METER (9/29)
	Vendor Total	5,000.00	

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326270	HAYNES-BROWN, DEANTHONY	150.00	FACLITY DEPOSIT REFUND (HAYNES,7445)
	Vendor Total	150.00	
326158	HAZEN AND SAWYER	15,010.00	PW - WELL #16 DWSAP REPORT
	Vendor Total	15,010.00	
326316	HDL COREN & CONE	3,150.00	SA - PROPERTY TAX SVCS (7/22 - 9/22)
	Vendor Total	3,150.00	
326072	HEAVY INDUSTRIAL TOOL SERVIC	41.27	WTR DEP REF - 15342 PIMENTA
	Vendor Total	41.27	
325859	HERNANDEZ, AUREA SELENE	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325920	HERNANDEZ, ERIK	20.00	CSR - PARAMOUNT CUP MARCH MADNESS
	Vendor Total	20.00	
325860	HERNANDEZ, JENNIFER	106.93	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	106.93	
326226	HINDERLITER, DE LLAMAS	592.00	FIN - BUSINESS LICENSE SVCS (8/22)
	Vendor Total	592.00	
326073	HINOJOS	3.62	WTR DEP REF - 13909 RACINE
	Vendor Total	3.62	
326202	HOME DEPOT CRC/GEFC	77.97	CSR - 1660 ADULT SPORTS SUPPLIES
		211.59	CSR - STAR SUPPLIES
		661.17	CSR - STAR SUPPLIES
		274.52	CSR - STAR SUPPLIES
		953.75	CSR - STAR SUPPLIES
		479.94	CSR - STAR SUPPLIES
		67.47	CSR - STAR SUPPLIES
		367.66	CSR - STAR SUPPLIES
		240.35	CSR - STAR SUPPLIES
		986.74	CSR - STAR SUPPLIES
	Vendor Total	4,321.16	

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326159	HOME DEPOT/GEFC	196.26	PW - GRAFFITI REMOVAL SUPPLIES
		103.89	PW - FACILITY MNTC SUPPLIES
		22.02	PW - FACILITY MNTC SUPPLIES
		21.91	PW - FACILITY MNTC SUPPLIES
		22.01	PW - FACILITY MNTC SUPPLIES
		40.76	PW - FACILITY MNTC SUPPLIES
		17.65	PW - FACILITY MNTC SUPPLIES
		47.08	PW - FACILITY MNTC SUPPLIES
		223.02	PW - LANDSCAPE MNTC SUPPLIES
		1,436.64	PW - GRAFFITI REMOVAL SUPPLIES
		36.22	PW - FACILITY MNTC SUPPLIES
		6.18	PW - FACILITY MNTC SUPPLIES
		1,007.40	PW - GRAFFITI REMOVAL SUPPLIES
		2.35	PW - FACILITY MNTC SUPPLIES
		73.77	PW - FACILITY MNTC SUPPLIES
		55.09	PW - FACILITY MNTC SUPPLIES
		129.65	PW - LANDSCAPE MNTC SUPPLIES
		111.86	PW - FACILITY MNTC SUPPLIES
		54.92	PW - FACILITY MNTC SUPPLIES
		1,113.44	PW - GRAFFITI REMOVAL SUPPLIES
		237.92	PW - GRAFFITI REMOVAL SUPPLIES
		861.98	PW - GRAFFITI REMOVAL SUPPLIES
		453.81	PW - GRAFFITI REMOVAL SUPPLIES
71.17	PW - FACILITY MNTC SUPPLIES		
49.44	PW - LANDSCAPE MNTC SUPPLIES		
	Vendor Total	6,396.44	
325979	HOME EXPO FINANCIAL INC.	50.21	WTR DEP REF - 6677 CARO
	Vendor Total	50.21	
325980	HSB INVESTMENT ASSOCIATES, LLC	43.08	WTR DEP REF - 15001 LAKEWOOD
	Vendor Total	43.08	
326074	HU	26.40	WTR DEP REF - 14950 TEXACO
	Vendor Total	26.40	
326111	HUMAN SERVICES ASSOCIATION	3,967.20	CSR - ENP MEALS (8/22)
326446		3,233.50	CSR - ENP MEALS (6/22)
	Vendor Total	7,200.70	
325898	IMAGE 2000, INC	34.94	FIN - COPIER MNTC (9/22)
		34.94	CSR - COPIER MNTC (9/22)
326351		34.94	FIN - COPIER MNTC (10/22)
		34.94	CSR - COPIER MNTC (10/22)
		12.00	GEN - PRINTER TONER
	Vendor Total	151.76	
325823	INDUSTRIAL TECHNICAL SERVICES	1,269.06	PW - FACILITY MNTC SVCS
	Vendor Total	1,269.06	
325899	INFINITY TECHNOLOGIES	27,840.00	AS - IT CONSULTANT SVCS (8/22)
326254		27,840.00	AS - IT CONSULTANT SVCS (9/22)
	Vendor Total	55,680.00	
326160	INTERFACE SYSTEMS, LLC	323.80	PS - FIRE MONITORING SVC (10/22-12/22)
	Vendor Total	323.80	

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15807	INTERNAL REVENUE SERVICE	3.10	MEDICARE PAYMENT - SPEC 9/2
15810		8.74	MEDICARE PAYMENT - SPEC 9/16
15820		35,169.91	FED PAYROLL TAX - PPE 9/23
		12,374.66	MEDICARE PAYMENT - PPE 9/23
15854		36,088.63	FED PAYROLL TAX - PPE 10/7
		12,305.75	MEDICARE PAYMENT - PPE 10/7
15863		7.26	MEDICARE PAYMENT - SPEC 10/12
15869		7.06	MEDICARE PAYMENT - SPEC 10/12
15873		37,595.13	FED PAYROLL TAX - PPE 10/21
		13,009.01	MEDICARE PAYMENT - PPE 10/21
15881		7.82	MEDICARE PAYMENT - SPEC 10/28
	Vendor Total	146,577.07	
326203	J & B MATERIALS	577.05	PW - FACILITY MNTC SUPPLIES
		54.38	PW - FACILITY MNTC SUPPLIES
326406		168.38	PW - FACILITY MNTC SUPPLIES
	Vendor Total	799.81	
326386	JACK'S CANDY	8,536.00	CSR - HALLOWEEN FESTIVAL EVENT
	Vendor Total	8,536.00	

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325824	JANKOVICH COMPANY, LLC	2,465.99	PS - FLEET FUEL (8/22 - 8/31)		
		1,670.54	PW - FLEET FUEL (8/1 - 8/7)		
		1,475.38	PS - FLEET FUEL (9/1 - 9/7)		
		1,109.27	PW - FLEET FUEL (8/8 - 8/14)		
		1,057.99	PW - FLEET FUEL (8/1 - 8/7)		
		819.07	PW - FLEET FUEL (8/8 - 8/14)		
		779.59	PW - FLEET FUEL (8/1 - 8/7)		
		471.20	PW - FLEET FUEL (8/8 - 8/14)		
		333.04	PS - FLEET FUEL (8/22 - 8/31)		
		306.52	PW - FLEET FUEL (8/8 - 8/14)		
		250.42	PW - FLEET FUEL (8/8 - 8/14)		
		218.37	PW - FLEET FUEL (8/1 - 8/7)		
		192.71	PW - FLEET FUEL (8/1 - 8/7)		
		170.34	PS - FLEET FUEL (9/1 - 9/7)		
		123.23	PS - FLEET FUEL (8/22 - 8/31)		
		102.01	PW - FLEET FUEL (8/8 - 8/14)		
		57.57	PS - FLEET FUEL (9/1 - 9/7)		
		325959		2,151.62	PW - FLEET FUEL (8/22 - 8/31)
				1,588.16	PS - FLEET FUEL (9/8 - 9/14)
1,506.32	PS - FLEET FUEL (8/15 - 8/21)				
1,241.85	PW - FLEET FUEL (8/22 - 8/31)				
1,027.21	PW - FLEET FUEL (8/15 - 8/21)				
733.18	PW - FLEET FUEL (8/22 - 8/31)				
681.17	PW - FLEET FUEL (8/15 - 8/21)				
552.13	PW - FLEET FUEL (8/15 - 8/21)				
374.82	PW - FLEET FUEL (8/22 - 8/31)				
341.62	PS - FLEET FUEL (9/8 - 9/14)				
284.52	PW - FLEET FUEL (8/15 - 8/21)				
184.60	PW - FLEET FUEL (8/22 - 8/31)				
166.84	PW - FLEET FUEL (8/22 - 8/31)				
138.89	CSR - FLEET FUEL (8/22 - 8/31)				
113.34	PW - FLEET FUEL (8/15 - 8/21)				
102.50	PL - FLEET FUEL (9/15 - 9/21)				
84.69	PS - FLEET FUEL (9/8 - 9/14)				
83.26	PW - FLEET FUEL (8/15 - 8/21)				
67.56	CSR - FLEET FUEL (9/1 - 9/7)				
326179		2,230.29	PS - FLEET FUEL (9/22 - 9/30)		
		1,819.13	PS - FLEET FUEL (9/15 - 9/21)		
		526.38	PS - FLEET FUEL (9/15 - 9/21)		
		.00	PS - FLEET FUEL (9/15 - 9/21)		
		520.67	PS - FLEET FUEL (9/22 - 9/30)		
		112.21	CSR - FLEET FUEL (9/15 - 9/21)		
		81.92	PS - FLEET FUEL (9/15 - 9/21)		
326227		58.52	CSR - FLEET FUEL (9/8 - 9/14)		
		56.25	PS - FLEET FUEL (9/22 - 9/30)		
		1,684.48	PW - FLEET FUEL (9/22 - 9/30)		
		1,630.16	PW - FLEET FUEL (9/15 - 9/21)		
		1,406.53	PW - FLEET FUEL (9/8 - 9/14)		
		1,246.79	PW - FLEET FUEL (9/22 - 9/30)		
		997.83	PW - FLEET FUEL (9/1 - 9/7)		
899.90	PW - FLEET FUEL (9/8 - 9/14)				
859.65	PW - FLEET FUEL (9/1 - 9/7)				
733.99	PW - FLEET FUEL (9/22 - 9/30)				
687.12	PW - FLEET FUEL (9/15 - 9/21)				
468.16	PW - FLEET FUEL (9/8 - 9/14)				
415.07	PW - FLEET FUEL (9/22 - 9/30)				
308.73	PW - FLEET FUEL (9/22 - 9/30)				
238.11	PW - FLEET FUEL (9/15 - 9/21)				
210.77	PW - FLEET FUEL (9/8 - 9/14)				
206.92	PW - FLEET FUEL (9/15 - 9/21)				

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Check Number	Vendor Name	Amount	Description
326227	JANKOVICH COMPANY, LLC	205.79	PW - FLEET FUEL (9/22 - 9/30)
		199.89	PW - FLEET FUEL (9/15 - 9/21)
		184.51	PW - FLEET FUEL (9/1 - 9/7)
		151.30	PW - FLEET FUEL (9/8 - 9/14)
		119.24	PW - FLEET FUEL (9/8 - 9/14)
326255		101.34	PL - FLEET FUEL (9/1 - 9/7)
326291		2,342.08	PS - FLEET FUEL (10/1 - 10/7)
		350.44	PS - FLEET FUEL (10/1 - 10/7)
		143.37	PS - FLEET FUEL (10/1 - 10/7)
326407		144.73	CSR - FLEET FUEL (6/15 - 6/21)
		120.33	CSR - FLEET FUEL (10/1 - 10/7)
326447		1,473.41	PS - FLEET FUEL (10/8 - 10/14)
		416.28	PS - FLEET FUEL (10/8 - 10/14)
	Vendor Total	46,379.81	
326448	JARAMILLO, OLIMPIA	150.00	FACILITY DEPOSIT REFUND(JARAMILLO,7473)
	Vendor Total	150.00	
326075	JESSIE	16.43	WTR DEP REF - 15314 RANCHO POLERMO
	Vendor Total	16.43	
325825	JHM SUPPLY LANDSCAPE AND	751.25	PW - LANDSCAPE MNTC SUPPLIES
		436.43	PW - LANDSCAPE MNTC SUPPLIES
325933		471.54	PW - LANDSCAPE MNTC SUPPLIES
326076		24.69	PW - LANDSCAPE MNTC SUPPLIES
326352		1,412.69	PW - LANDSCAPE MNTC SUPPLIES
		49.08	PW - LANDSCAPE MNTC SUPPLIES
326408		1,066.87	PW - LANDSCAPE MNTC SUPPLIES
		427.30	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	4,639.85	
326077	JIMENEZ	10.92	WTR DEP REF - 14748 WIEMER
	Vendor Total	10.92	
325861	JMG SECURITY SYSTEMS, INC	7,364.58	PW - SECURITY SYSTEM MNTC (10/22-12/22)
		846.51	PS - SECURITY SYSTEM MNTC (10/22-12/22)
		4,248.93	PW - SECURITY SYSTEM MNTC (10/22-12/22)
325981		304.29	PW - SECURITY SYSTEM MNTC
326161		1,434.70	PW - SECURITY SYSTEM MNTC
326374		932.56	PW - SECURITY SYSTEM MNTC
	Vendor Total	15,131.57	
325862	JOE GONSALVES & SON INC	3,000.00	CC - STATE LEGISLATIVE LOBBYIST (10/22)
326353		3,000.00	CC - STATE LEGISLATIVE LOBBYIST (11/22)
	Vendor Total	6,000.00	
326162	JOHN L HUNTER	5,770.00	CIP - SPANE PARK STORMWTR CAPTURE(7/22)
		937.00	PW - NPDES CONSULTING SVCS (7/22)
326317		2,838.25	PW - NPDES CONSULTING SVCS (8/22)
		698.75	CIP - SPANE PARK STORMWTR CAPTURE(8/22)
	Vendor Total	10,244.00	
325934	JOHN'S WHOLESALE ELECTRIC, INC	311.04	PW - FACILITY MNTC SUPPLIES
326012		964.69	PW - FACILITY MNTC SUPPLIES
		475.29	PW - FACILITY MNTC SUPPLIES
		104.19	PW - FACILITY MNTC SUPPLIES
		33.02	PW - FACILITY MNTC SUPPLIES
326318		2,208.53	PW - FACILITY MNTC SUPPLIES
	Vendor Total	4,096.76	
326078	JONES	1.57	WTR DEP REF - 7257 MOTZ
	Vendor Total	1.57	

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Check Number	Vendor Name	Amount	Description
326079	JUAREZ	26.73	WTR DEP REF - 6507 SAN LUIS
	Vendor Total	26.73	
325935	JUNIOR'S CONSTRUCTION, INC	2,470.00	PW - FACILITY MNTC SVCS
325982		24,927.07	CIP - PROGRESS PARK PICNIC SHELTER
326013		18,298.00	CIP - GYM IMPROVEMENTS (P68-PER CAPITA)
326204		1,980.00	PW - FACILITY MNTC SVCS
	Vendor Total	48,575.07	
325917	KAC TRUST	16.90	WTR DEP REF - 15965 HUNSAKER
325918		14.39	WTR DEP REF - 15969 HUNSAKER
	Vendor Total	31.29	
326354	KELTERITE CORPORATION	350.23	PW - STREET MNTC SUPPLIES
	Vendor Total	350.23	
326163	KILEY & ASSOCIATES, LLC	3,333.33	CC - FEDERAL LEGISLATIVE LOBBYIST (8/22)
	Vendor Total	3,333.33	
326292	KING, JOHN	159.12	PL - APA CONFERENCE (JK)
	Vendor Total	159.12	
326473	KIRST PUMP & MACHINE WORKS INC	9,204.23	PW - FACILITY MNTC SUPPLIES
	Vendor Total	9,204.23	
325826	KLM, INC.	1,876.43	PW - A/C SYSTEM SVCS (STATION)
		808.48	PW - A/C SYSTEM SVCS (CITY HALL)
		702.78	PW - A/C SYSTEM SVCS (STATION)
		542.44	PW - A/C SYSTEM SVCS (GYM)
		462.02	PW - A/C SYSTEM SVCS (CITY YARD)
		442.33	PW - A/C SYSTEM SVCS (MARIPOSA)
		367.97	PW - KITCHEN REF MNTC (CLRWTR)
		365.00	PW - A/C SYSTEM SVCS (PROGRESS PLAZA)
		360.00	PW - KITCHEN REF MNTC (PROGRESS PLAZA)
		225.00	PW - KITCHEN REF MNTC (CLRTWR)
		215.00	PW - A/C SYSTEM SVCS (SPANE PARK)
		172.50	PW - A/C SYSTEM SVCS (STATION)
		160.00	PW - A/C SYSTEM SVCS (FINE ARTS)
325960		358.00	PW - A/C SYSTEM SVCS (COM CTR)
		220.00	PW - KITCHEN REF MNTC
326449		1,615.87	PW - BOILER MNTC
		808.48	PW - A/C SYSTEM SVCS (CITY HALL)
		801.00	PW - KITHCEN REF MNTC (PROGRESS PLAZA)
		484.07	PW - A/C SYSTEM SVCS (PROGRESS PLAZA)
		473.20	PW - A/C SYSTEM SVCS (MARIPOSA)
		351.98	PW - A/C SYSTEM SVCS (CLRWTR)
		225.00	PW - PW - KITHCEN REF MNTC (CLRWTR)
		215.00	PW - A/C SYSTEM SVCS (SPANE PARK)
		187.56	PW - A/C SYSTEM SVCS (FINE ARTS)
	Vendor Total	12,440.11	
326375	KONE, INC	1,260.84	PW - CLRWTR ELEVATOR MNTC (10/22-12/22)
	Vendor Total	1,260.84	
325936	KOSMONT TRANSACTIONS SERVICES,	3,705.20	FIN - INVESTMENT CONSULTANT SVCS (8/22)
326355		3,434.58	FIN - INVESTMENT CONSULTANT SVCS (9/22)
	Vendor Total	7,139.78	
325900	L A COUNTY DEPT OF PUBLIC WORK	6,155.00	PW - STORMWATER CATCH BASIN INSERTS
326164		2,474.86	PW - INDUSTRIAL WASTE SVCS (7/22)
	Vendor Total	8,629.86	

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Check Number	Vendor Name	Amount	Description
325983	L A COUNTY SHERIFF	490,492.19	PS - GENERAL LAW ENFORCEMENT (7/22)
		146,311.51	PS - SPECIAL ASSIGNMENT OFFICER (7/22)
		23,288.25	PS - SWORN SUPERVISION (7/22)
		561.68	PS - VEHICLE MDC (7/22)
326129		490,492.19	PS - GENERAL LAW ENFORCEMENT (8/22)
		146,311.51	PS - SPECIAL ASSIGNMENT OFFICER (8/22)
		50,897.25	PS - SWORN SUPERVISION (8/22)
		561.68	PS - VEHICLE MDC (8/22)
326319		490,492.19	PS - GENERAL LAW ENFORCEMENT (9/22)
		146,311.51	PS - SPECIAL ASSIGNMENT OFFICER (9/22)
		50,897.25	PS - SWORN SUPERVISION (9/22)
		561.68	PS - VEHICLE MDC (9/22)
326450		4,776.69	PS - HELICOPTER SVCS (8/22)
	Vendor Total	2,041,955.58	
325901	L.N. CURTIS AND SONS	485.44	PS - UNIFORMS (SF)
		301.50	PS - UNIFORMS (SF)
		300.82	PS - UNIFORMS (SL)
		126.79	PS - UNIFORMS (SL)
	Vendor Total	1,214.55	
325827	LACO STEEL	423.36	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	423.36	
325984	LANGARICA, MONSSERRAT	150.00	FACILITY DEPOSIT REFUND(LANGARICA,7382)
	Vendor Total	150.00	
326320	LATINA'S ART FOUNDATION	8,000.00	CP - COMMUNITY ORG FUNDING
	Vendor Total	8,000.00	
325863	LDI COLOR TOOLBOX	143.54	PS - COPIER OVERAGE (7/22)
325985		189.47	PS - COPIER OVERAGE (8/22)
326014		50.86	PW - COPIER OVERAGE (9/22)
326293		189.47	PS - COPIER OVERAGE (9/22)
326376		50.07	PW - COPIER OVERAGE (10/22)
	Vendor Total	623.41	
326015	LINCOLN AQUATICS	747.33	PW - FACILITY MNTC SUPPLIES
326180		3,093.87	CSR - PARAMOUNT POOL CUBBIES
	Vendor Total	3,841.20	
326112	LINCOLN NATIONAL LIFE INS CO	8,559.23	DENTAL INSURANCE (PPO) - 10/22
		528.58	DENTAL INSURANCE (HMO) - 10/22
		2,891.81	LIFE INSURANCE (10/22)
		647.40	VOLUNTARY LIFE INSURANCE (10/22)
		2,542.95	DISABILITY INSURANCE (10/22)
		55.49	DENTAL INSURANCE (PPO) - ADJ
326377		528.58	DENTAL INSURANCE (HMO) - 11/22
		8,559.23	DENTAL INSURANCE (PPO) - 11/22
		647.40	VOLUNTARY LIFE INSURANCE (11/22)
		1,312.58	LIFE INSURANCE (11/22)
		4,043.36	DISABILITY INSURANCE (11/22)
		-1,694.64	DENTAL INSURANCE (PPO) - ADJ
	Vendor Total	28,621.97	

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Check Number	Vendor Name	Amount	Description		
325828	LINDSAY LUMBER CO., INC	185.13	PW - LANDSCAPE MNTC SUPPLIES		
		85.76	PW - WATER OPER MNTC SUPPLIES		
		65.98	PW - LANDSCAPE MNTC SUPPLIES		
		52.85	PW - STREET MNTC SUPPLIES		
		52.45	PW - LANDSCAPE MNTC SUPPLIES		
		44.08	PW - LANDSCAPE MNTC SUPPLIES		
		27.74	PW - LANDSCAPE MNTC SUPPLIES		
		24.83	PW - STREET MNTC SUPPLIES		
		22.03	PW - LANDSCAPE MNTC SUPPLIES		
		20.42	PW - WATER OPER MNTC SUPPLIES		
		18.73	PW - LANDSCAPE MNTC SUPPLIES		
		17.62	PW - WATER OPER MNTC SUPPLIES		
		11.03	PW - LANDSCAPE MNTC SUPPLIES		
		7.15	PW - STREET MNTC SUPPLIES		
		6.60	PW - WATER OPER MNTC SUPPLIES		
		4.99	PW - STREET MNTC SUPPLIES		
		4.99	PW - STREET MNTC SUPPLIES		
		4.99	PW - STREET MNTC SUPPLIES		
		326205		815.63	PW - LANDSCAPE MNTC SUPPLIES
				547.66	PW - FACILITY MNTC SUPPLIES
273.20	PW - FACILITY MNTC SUPPLIES				
264.17	PW - FACILITY MNTC SUPPLIES				
259.29	PW - FACILITY MNTC SUPPLIES				
175.78	PW - FACILITY MNTC SUPPLIES				
78.13	PW - FACILITY MNTC SUPPLIES				
71.79	PW - FACILITY MNTC SUPPLIES				
62.57	PW - LANDSCAPE MNTC SUPPLIES				
42.96	PW - LANDSCAPE MNTC SUPPLIES				
19.82	PW - FACILITY MNTC SUPPLIES				
17.17	PW - LANDSCAPE MNTC SUPPLIES				
16.50	PW - FACILITY MNTC SUPPLIES				
13.01	PW - FACILITY MNTC SUPPLIES				
11.77	PW - FACILITY MNTC SUPPLIES				
11.63	PW - FACILITY MNTC SUPPLIES				
11.01	PW - FACILITY MNTC SUPPLIES				
7.72	PW - LANDSCAPE MNTC SUPPLIES				
6.15	PW - FACILITY MNTC SUPPLIES				
5.68	PW - FACILITY MNTC SUPPLIES				
5.05	PW - LANDSCAPE MNTC SUPPLIES				
4.41	PW - FACILITY MNTC SUPPLIES				
3.30	PW - FACILITY MNTC SUPPLIES				
1.38	PW - FACILITY MNTC SUPPLIES				
326228		23.53	PW - WATER OPER MNTC SUPPLIES		
		17.64	PW - WATER OPER MNTC SUPPLIES		
326271		94.07	PW - STREET MNTC SUPPLIES		
		86.28	PW - STREET MNTC SUPPLIES		
		65.28	PW - STREET MNTC SUPPLIES		
		37.22	PW - STREET MNTC SUPPLIES		
		36.95	PW - STREET MNTC SUPPLIES		
		14.32	PW - STREET MNTC SUPPLIES		
		9.47	PW - STREET MNTC SUPPLIES		
		5.93	PW - STREET MNTC SUPPLIES		
		4.99	PW - STREET MNTC SUPPLIES		
			Vendor Total	3,778.83	
325864	LOPEZ, NICOLE	63.28	HR - EMPLOYEE SUMMER PICNIC (9/7)		
326294		849.00	HR - CJPIA RISK MGMT CONF (NL)		
	Vendor Total	912.28			

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Check Number	Vendor Name	Amount	Description
326016	LUCAMBIO, HAROLD	992.00	PS - YAL SVCS (9/10 - 9/23)
326229		1,054.00	PS - YAL SVCS (9/24 - 10/7)
326451		1,116.00	PS - YAL SVCS (10/8 - 10/21)
	Vendor Total	3,162.00	
325937	M. HARA LAWNMOWER CENTER	487.22	PW - LANDSCAPE MNTC SUPPLIES
		130.72	PW - LANDSCAPE MNTC SUPPLIES
326080		147.19	PW - LANDSCAPE MNTC SUPPLIES
326181		144.43	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	909.56	
326206	M/D PLUMBING	1,000.00	PW - FACILITY MNTC SVCS
		1,000.00	PW - FACILITY MNTC SVCS
		250.00	PW - FACILITY MNTC SVCS
		250.00	PW - FACILITY MNTC SVCS
		127.50	PW - FACILITY MNTC SVCS
		127.50	PW - FACILITY MNTC SVCS
326356		150.00	PW - FACILITY MNTC SVCS
	Vendor Total	2,905.00	
326169	MACIAS	5.29	WTR DEP REF - 8215 ELBURG
	Vendor Total	5.29	
326165	MACIAS, WENDY	349.07	PW - CCEC CONFERENCE (WM)
	Vendor Total	349.07	
326409	MAGIC JUMP RENTALS, INC	4,315.10	CSR - HALLOWEEN FESTIVAL EVENT
	Vendor Total	4,315.10	
325865	MAKEITPOP_PARTY DECOR	1,200.03	CP - SUMMER EVENT (9/13-CMFA)
326452		3,000.00	CSR - HALLOWEEN HOOTENANNY EVENT
	Vendor Total	4,200.03	
325866	MANAGED COMMAND, LLC	12,432.00	PS - INTERSECTION CAMERAS (2)
		439.24	PS - INTERSECTION CAMERAS (2)
	Vendor Total	12,871.24	
326166	MANGRAM, WILLIAM	150.00	FACILITY DEPOSIT REFUND (MANGRAM,7432)
	Vendor Total	150.00	
325986	MANTA PAINTS & DECORATING	36.05	WTR DEP REF - 15701 GARFIELD
	Vendor Total	36.05	
326230	MARQUEZ, JORGE RODRIGUEZ	300.00	CSR - SENIOR ENTERTAINMENT (10/13)
	Vendor Total	300.00	
326272	MARTINEZ, ROMUALDO	43.00	PS - PARKING CITATION REFUND (MARTINEZ)
	Vendor Total	43.00	
15841	MATRIX TRUST TPA 000363	45,800.01	RETIREE HEALTH TRUST (11/22)
	Vendor Total	45,800.01	
326335	MDG ASSOCIATES, INC	8,938.63	PL - CDBG PROGRAM ADMIN (9/22)
		4,748.76	PL - HOME PROGRAM ADMIN (9/22)
		1,025.00	PL - RES ADMIN (8411 WILBARN) - 9/22
		1,025.00	PL - RES ADMIN (13444 JETMORE) - 9/22
		1,025.00	PL - RES ADMIN (16317 HUNSAKER) - 9/22
		1,025.00	PL - RES ADMIN (15340 VERDURA) - 9/22
		948.13	PL - SBA ADMIN (FASHION ISLAND) - 9/22
		1,153.12	PL - SBA ADMIN (COLORS PRINT) - 9/22
		307.50	PL - SBA ADMIN (C&C MOTORCYCLE) - 9/22
		1,958.13	PL - SLUM BLIGHT ANALYSIS (9/22)
		59.50	PL - ARCH SVCS (8220 ALONDRA) - 9/22
	Vendor Total	22,213.77	

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325987	MEAS	11.27	WTR DEP REF - 6803 SAN MARCUS
	Vendor Total	11.27	
326081	MEDRANO	22.82	WTR DEP REF - 7727 JACKSON
	Vendor Total	22.82	
326130	MEJIA, HORTENCIA	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325867	MEJIA, RAMIRO	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326213	MENDOZA DE CORREA, MARIA	50.00	FACILITY DEPOSIT REFUND (MENDOZA)
	Vendor Total	50.00	
326017	MEZA, MARJORIE	768.00	PS - YAL SVCS (9/10 - 9/23)
326231		768.00	PS - YAL SVCS (9/24 - 10/7)
326453		864.00	PS - YAL SVCS (10/8 - 10/21)
	Vendor Total	2,400.00	
326082	MIES	11.40	WTR DEP REF - 8039 2ND
	Vendor Total	11.40	
325919	MILLER	28.18	WTR DEP REF - 7905 MADISON
	Vendor Total	28.18	
326083	MIRANDA-CASTILLO	7.28	WTR DEP REF - 8705 NEARDALE
	Vendor Total	7.28	
325938	MITCHELL	30.50	WTR DEP REF - 15324 OLIVA
	Vendor Total	30.50	
326378	MMC, INC	166,634.66	CIP - WELL #16 CONSTRUCTION (7/22-ARPA)
	Vendor Total	166,634.66	
326084	MOBILE RELAY ASSOCIATES	725.00	GEN - WIRELESS SITE RENT (10/22)
	Vendor Total	725.00	
326131	MOORE IACOFANO GOLTSMAN, INC	3,615.00	PL - HOUSING ELEMENT (8/22) - GP
	Vendor Total	3,615.00	
325902	MRC SMART TECHNOLOGY SOLUTIONS	1,327.47	GEN - PRINTER TONER (9/22)
326295		1,327.47	GEN - PRINTER TONER (10/22)
	Vendor Total	2,654.94	
326207	MRS ENVIRONMENTAL INC	6,933.34	PL - MITIGATION MONITOR(WORLD ENERGY)
	Vendor Total	6,933.34	
326132	MUNISERVICES/AVENU	4,077.32	FIN - PROF/TECHNICAL SVCS (7/22 - 9/22)
	Vendor Total	4,077.32	
326018	MUNOZ, JOANNA G	960.00	PS - YAL SVCS (9/10 - 9/23)
326232		960.00	PS - YAL SVCS (9/24 - 10/7)
326454		1,080.00	PS - YAL SVCS (10/8 - 10/21)
	Vendor Total	3,000.00	
326332	MURILLO	31.91	WTR DEP REF - 8203 SANDY
	Vendor Total	31.91	
325988	MUSCO SPORTS LIGHTING, LLC	99,213.00	CIP - PROGRESS PARK BALLFIELD LIGHTING
	Vendor Total	99,213.00	
326019	NAPA AUTO PARTS	7.22	PW - FACILITY MNTC SUPPLIES
326357		14.13	PW - FACILITY MNTC SUPPLIES
326410		40.20	PW - FACILITY MNTC SUPPLIES
	Vendor Total	61.55	

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325989	NATIONAL READY MIXED CONCRETE	1,224.53	PW - STREET MNTC SUPPLIES
	Vendor Total	1,224.53	
326321	NEUTRON INDUSTRIES	239.88	PS - OFFICE SUPPLIES
		206.81	PS - OFFICE SUPPLIES
		-205.70	PS - OFFICE SUPPLIES (CREDIT)
		-239.88	PS - OFFICE SUPPLIES (CREDIT)
	Vendor Total	1.11	
325829	NIKKI'S FLAGS	690.03	PW - FLAGS
	Vendor Total	690.03	
325990	NSA CONSTRUCTION GROUP INC	753.01	WTR DEP REF - 15554 ORANGE
	Vendor Total	753.01	
326256	OCEAN BLUE ENVIRONMENTAL SVCS	2,441.82	PW - SEWAGE SPILL (16861 PASSAGE)
	Vendor Total	2,441.82	
325903	OFFICE DEPOT, INC.	825.02	CSR - STAR SUPPLIES
		367.02	CSR - STAR SUPPLIES
		254.02	CSR - STAR SUPPLIES
		145.08	CSR - STAR SUPPLIES
		99.06	CSR - STAR SUPPLIES
		54.15	CSR - STAR SUPPLIES
		37.14	CSR - STAR SUPPLIES
		22.04	CSR - STAR SUPPLIES
		14.43	CSR - STAR SUPPLIES
326113		716.82	CSR - STAR SUPPLIES
		78.29	CSR - STAR SUPPLIES
		23.03	CSR - STAR SUPPLIES
		21.99	CSR - STAR SUPPLIES
326411		938.55	CSR - STAR SUPPLIES
		352.80	CSR - STAR SUPPLIES
		301.17	CSR - STAR SUPPLIES
		284.90	CSR - STAR SUPPLIES
		14.31	CSR - STAR SUPPLIES
	Vendor Total	4,549.82	
325991	OFFICE SOLUTIONS	211.27	GEN - OFFICE SUPPLIES
326085		441.47	GEN - PAPER STOCK
326133		530.60	PW - OFFICE SUPPLIES
326273		112.98	PW - HOUSEHOLD SUPPLIES
		-15.42	GEN - PAPER STOCK (CREDIT)
326379		2,391.93	GEN - PAPER STOCK
		190.45	GEN - OFFICE SUPPLIES
		138.82	GEN - PAPER STOCK
		22.70	GEN - PAPER STOCK
	Vendor Total	4,024.80	
326322	OMG NATIONAL	997.01	PS - PUBLIC SAFETY EXPO (10/15)
		92.05	PS - PUBLIC SAFETY EXPO (10/15) TAX
		-92.05	OMG NATIONAL
		-43.36	OMG NATIONAL
	Vendor Total	953.65	
15844	OPENEDGE	3,727.34	GEN - UB WEB BANK CHARGES (9/22)
	Vendor Total	3,727.34	
325868	ORTEGA, CARLOS MIGUEL ROSAS	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326274	ORTIZ, RUDI BASS	43.00	PS - PARKING CITATION REFUND (ORTIZ)
	Vendor Total	43.00	

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Check Number	Vendor Name	Amount	Description
326233	OVERLAND PACIFIC & CUTLER INC	97.50	PL - PROPERTY MGMT SVCS (8/22)
	Vendor Total	97.50	
325869	PACIFIC RIM AUTOMATION, INC.	2,370.38	PW - SCADA SYSTEM UPGRADE
326020		1,080.00	PW - SCADA SYSTEM MNTC (9/22)
326296		1,080.00	PW - SCADA SYSTEM MNTC (10/22)
	Vendor Total	4,530.38	
326021	PARAMOUNT CHAMBER OF COMMERCE	10,000.00	PL - ECONOMIC DEVELOPMENT (PMT #2)
326463		45.00	CC - MEETING EXPENSE (5/21)
326474		15.00	CC - MEETING EXPENSE (VCS)
		30.00	PL - MEETING EXPENSE (SB,JR)
	Vendor Total	10,090.00	
325830	PARAMOUNT JOURNAL	206.25	CM - PUBLISHED NOTICE (8/25)
		118.75	CM - PUBLISHED NOTICE (8/25)
		82.50	CM - PUBLISHED NOTICE (8/18)
326114		121.00	CM - PUBLISHED NOTICE (9/1)
326297		250.25	CM - PUBLISHED NOTICE (10/6)
		121.00	CM - PUBLISHED NOTICE (9/15)
		115.50	CM - PUBLISHED NOTICE (9/15)
		107.25	CM - PUBLISHED NOTICE (9/22)
		88.00	CM - PUBLISHED NOTICE (9/22)
326358		302.50	CM - PUBLISHED NOTICE (9/29)
		291.50	CM - PUBLISHED NOTICE (10/13)
		286.00	CM - PUBLISHED NOTICE (10/13)
		280.50	PL - PUBLISHED NOTICE (9/29)
		247.50	PL - PUBLISHED NOTICE (9/29)
		231.00	CM - PUBLISHED NOTICE (9/29)
		206.25	PL - PUBLISHED NOTICE (9/29)
		118.25	CM - PUBLISHED NOTICE (10/13)
		110.00	CM - PUBLISHED NOTICE (10/13)
		82.50	CM - PUBLISHED NOTICE (9/29)
	Vendor Total	3,366.50	
325915	PARAMOUNT TEXACO	65.00	WTR DEP REF - 15516 VERMONT
	Vendor Total	65.00	
326234	PARAMOUNT UNIFIED SCHOOL DIST	481.50	CSR - STAR SUPPLIES
		321.00	CSR - STAR SUPPLIES
326475		275.35	CM - MEETING EXPENSE (9/15)
		275.35	CM - MEETING EXPENSE (10/13)
	Vendor Total	1,353.20	
325870	PARKINS & ASSOCIATES	1,250.00	PW - PARK MNTC CONSULTANT (8/22)
326359		1,250.00	PW - PARK MNTC CONSULTANT (9/22)
	Vendor Total	2,500.00	
326235	PARTY RENTAL UNLIMITED, INC	1,264.87	PS - PUBLIC SAFETY EXPO (10/15)
	Vendor Total	1,264.87	
326412	PARTY UNLIMITED RENTAL	4,841.45	CSR - HALLOWEEN FESTIVAL EVENT
	Vendor Total	4,841.45	
325871	PAT WEST LLC	2,625.00	AS - ECONOMIC DEVELOPMENT (7/22)
	Vendor Total	2,625.00	
15849	PATH POINT MERCHANT SVCS, LLC	345.23	PL - ONLINE PERMIT SVCS (9/22)
	Vendor Total	345.23	
325872	PEOPLESPLACE	4,273.19	CM - OFFICE FURNITURE
	Vendor Total	4,273.19	

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Check Number	Vendor Name	Amount	Description
326182	PEREZ, DAILEEN	140.80	CSR- FOLKLORICO ADULT CLASS (9/22)
		352.00	CSR- FOLKLORICO BEYOND SPECTRUM (9/22)
		281.60	CSR- HIPHOP CLASS (9/22)
		246.40	CSR- LATIN DANCE CLASS (9/22)
	Vendor Total	1,020.80	
325873	PEREZ, KARINA RANGEL	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326183	PEREZ-LEON, DANALY	598.40	CSR - FOLKLORICO TOTS CLASS (9/22)
		352.00	CSR - FOLKLORICO INTER/ADV CLASS (9/22)
		352.00	CSR - FOLKLORICO BEGINNER CLASS (9/22)
	Vendor Total	1,302.40	
326022	PETTY CASH	539.82	PETTY CASH REPLENISHMENT
326115		220.00	PC - PLANNING COMMISSION MEETING
326323		220.00	PC - PLANNING COMMISSION MEETING
326413		300.00	CSR - RECREATION SUPPLIES
326431		296.07	PS - YAL SUPPLIES
326464		703.87	PETTY CASH REPLENISHMENT
	Vendor Total	2,279.76	
326167	PITNEY BOWES, INC	12,126.79	FIN - FOLDING MACHINE
	Vendor Total	12,126.79	
325939	PLAYPOWER, INC	3,582.67	PW - PLAYGROUND EQUIPMENT REPLACEMENT
	Vendor Total	3,582.67	
325992	POLYDOT	3,857.92	CP - AROUND TOWN (9/22)
326336		3,857.92	CP - AROUND TOWN (10/22)
	Vendor Total	7,715.84	
325811	PONCE, LUCERO	50.00	FACILITY DEPOSIT REFUND (PONCE)
	Vendor Total	50.00	
326023	POOL & ELECTRICAL PRODUCTS,INC	394.10	PW - FACILITY MNTC SUPPLIES
326208		109.08	PW - FACILITY MNTC SUPPLIES
326360		76.50	PW - FACILITY MNTC SUPPLIES
326414		126.11	PW - FACILITY MNTC SUPPLIES
326476		429.91	PW - FACILITY MNTC SUPPLIES
		313.90	PW - FACILITY MNTC SUPPLIES
	Vendor Total	1,449.60	
326086	PROJECT ENERGY SAVERS	1,725.43	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	1,725.43	
326134	PUNKYS ICE CREAM	150.00	CSR - ADAPTIVE RECREATION EVENT
		100.00	CP - SUMMER EVENT (9/3 - CMFA)
	Vendor Total	250.00	
325904	Q DOXS	712.22	CSR - COPIER USAGE (9/22)
		736.66	CSR - COPIER USAGE OVERAGE (8/22)
326135		420.80	GEN - COLOR COPIER USAGE (10/22)
		124.67	GEN - COLOR COPIER OVERAGE (9/22)
		135.11	GEN - COPIER USAGE (10/22)
		31.83	GEN - COPIER OVERAGE (9/22)
326298		86.63	PL - COPIER USAGE (10/22)
		31.06	PL - COPIER USAGE OVERAGE (9/22)
326415		726.09	CSR - COPIER USAGE (10/22)
		43.91	CSR - COPIER USAGE OVERAGE (9/22)
	Vendor Total	3,048.98	

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Check Number	Vendor Name	Amount	Description
326299	QUALITY CODE PUBLISHING	1,120.45	CM - QUARTERLY CODIFICATION SUPPLEMENT
	Vendor Total	1,120.45	
325940	R.T.E. WELDING & TANK PARTS	95.99	PW - FACILITY MNTC SVCS
	Vendor Total	95.99	
325993	RAHMAN	18.51	WTR DEP REF - 7257 MOTZ
	Vendor Total	18.51	
325807	RAMIREZ	3.82	WTR DEP REF - 15137 GUNDRY #I
	Vendor Total	3.82	
325916	RAMOS	27.27	WTR DEP REF - 7812 ROSE
	Vendor Total	27.27	
326136	RAYVERN LIGHTING SUPPLY CO INC	6,552.56	PW - FACILITY MNTC SUPPLIES
326361		194.01	PW - FACILITY MNTC SUPPLIES
	Vendor Total	6,746.57	
326416	RAZZOUK, MARC	1,440.00	CSR - PHIT INSTRUCTOR (9/22)
	Vendor Total	1,440.00	
326168	RDC-S111, INC	450.00	CIP - BUS SHELTERS
	Vendor Total	450.00	
326116	RECREONICS, INC.	136.31	CSR - AQUATIC SUPPLIES
	Vendor Total	136.31	
325941	RED WING SHOE STORE	200.00	PW - WORK BOOTS (WTR CUST SVC)
		200.00	PW - WORK BOOTS (WTR CUST SVC)
		181.88	PW - WORK BOOTS (WTR DIST)
		168.65	PW - WORK BOOTS (WTR PROD)
		168.65	PW - WORK BOOTS (ADMIN)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		-100.00	PW - WORK BOOTS (LANDSCAPE) - CREDIT
326324		200.00	PW - WORK BOOTS (LANDSCAPE)
		168.65	PW - WORK BOOTS (WTR DIST)
	Vendor Total	1,587.83	
326184	REDBRIDGE USA , INC	3,000.00	GEN - CREDIT CARD RFP ANALYSIS (Q2 FY23)
	Vendor Total	3,000.00	
326117	REGISTRAR-RECORDER/L.A. COUNTY	75.00	PL - PUBLISHED NOTICE (10/12)
326325		75.00	PL - PUBLISHED NOTICE (11/3)
	Vendor Total	150.00	

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Check Number	Vendor Name	Amount	Description
15808	RELIANCE TRUST COMPANY	8.02	PT DEF COMP 457 - SPEC 9/2
15811		22.62	PT DEF COMP 457 - SPEC 9/16
15821		11,543.83	FT DEF COMP 457 - PPE 9/23
15822		10,118.89	PT DEF COMP 457 - PPE 9/23
15823		2,055.00	DEF COMP 457 ROTH - PPE 9/23
15855		11,760.93	FT DEF COMP 457 - PPE 10/7
15856		9,988.67	PT DEF COMP 457 - PPE 10/7
15857		2,100.00	DEF COMP 457 ROTH - PPE 10/7
15864		18.77	PT DEF COMP 457 - SPEC 10/12
15870		18.26	PT DEF COMP 457 - SPEC 10/12
15874		11,941.69	FT DEF COMP 457 - PPE 10/21
15875		10,507.66	PT DEF COMP 457 - PPE 10/21
15876		2,100.00	DEF COMP 457 ROTH - PPE 10/21
15882		20.24	PT DEF COMP 457 - SPEC 10/28
15824		157.66	401A EXEC LOAN PAYMENT - PPE 9/23
15825		917.22	401A LOAN PAYMENT - PPE 9/23
15826		1,672.29	457 LOAN PAYMENT - PPE 9/23
15858		471.02	401A EXEC LOAN PAYMENT - PPE 10/7
15859		546.28	401A LOAN PAYMENT - PPE 10/7
15860		1,591.17	457 LOAN PAYMENT - PPE 10/7
15877		546.28	401A LOAN PAYMENT - PPE 10/21
15878		1,591.17	457 LOAN PAYMENT - PPE 10/21
15827		747.04	FT 401 QUAL COMP - PPE 9/23
15861		747.04	FT 401 QUAL COMP - PPE 10/7
15879		747.04	FT 401 QUAL COMP - PPE 10/21
	Vendor Total	81,938.79	
326024	RETAIL MARKETING SERVICES	105.00	PW - CART SERVICES (8/22)
	Vendor Total	105.00	
326087	REYES	29.01	WTR DEP REF - 15308 OLIVA
	Vendor Total	29.01	
326300	REYNOSO, SANTIAGO	495.02	PS - BUSINESS SECURITY REBATE PROGRAM
	Vendor Total	495.02	
326137	RILEY PRINTING CO	1,476.11	PS - PARKING CITATION ENVELOPES
	Vendor Total	1,476.11	
325942	RIO VERDE NURSERY	264.60	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	264.60	
326417	RISK MANAGEMENT PROFESSIONALS	1,548.75	PS - LOCAL HAZARD MITIGATION PLAN (CALO
		516.25	PS - LOCAL HAZARD MITIGATION PLAN (GF)
	Vendor Total	2,065.00	
325961	RIVERA, JULIO	200.00	CSR - SENIOR ENTERTAINMENT (10/6)
	Vendor Total	200.00	
325831	ROADLINE PRODUCTS INC	2,179.88	PW - STREET MNTC SUPPLIES
325994		2,063.60	PW - TRAFFIC SAFETY SUPPLIES
326185		1,323.00	PW - TRAFFIC SAFETY SUPPLIES
326418		676.44	PW - FACILITY MNTC SUPPLIES
	Vendor Total	6,242.92	
325995	ROBINSON, MISTER KEITH	150.00	FACILITY DEPOSIT REFUND (ROBINSON,7353)
	Vendor Total	150.00	
326477	RODGER'S CATERING	678.04	CM - MEETING EXPENSE (8/11)
	Vendor Total	678.04	

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Check Number	Vendor Name	Amount	Description
326088	RODRIGUEZ	18.68	WTR DEP REF - 15328 1/2 VERMONT
325996		7.66	WTR DEP REF - 16643 EUREKA
	Vendor Total	26.34	
325997	RON'S MAINTENANCE	8,912.00	PW - CATCH BASIN MNTC (8/22)
326301		8,912.00	PW - CATCH BASIN MNTC (9/22)
326380		4,400.00	PW - CULVERT CLEANING
	Vendor Total	22,224.00	
325874	RONALD ROBERSON	350.00	GEN - VIDEOTAPING SVCS (8/22)
	Vendor Total	350.00	
325875	ROQUE, RAMIRO	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
326089	ROWE	10.27	WTR DEP REF - 6601 CARO
	Vendor Total	10.27	
326362	ROYAL PAPER CORPORATION	1,513.00	PW - LANDSCAPE MNTC SUPPLIES
		1,513.00	PW - LANDSCAPE MNTC SUPPLIES
326419		912.75	PW - HOUSEHOLD SUPPLIES
	Vendor Total	3,938.75	
326025	RPW SERVICES, INC.	993.00	PW - PEST CONTROL SVCS
		395.00	PW - PEST CONTROL SVCS
		190.00	PW - PEST CONTROL SVCS
326363		3,600.00	PW - WEED CONTROL SVCS (STREETS)
		1,500.00	PW - WEED CONTROL SVCS (ALLEYS)
		993.00	PW - PEST CONTROL SVCS (PARAMOUNT PARK)
		395.00	PW - PEST CONTROL SVCS (CITY HALL)
		190.00	PW - PEST CONTROL SVCS (COM CTR)
	Vendor Total	8,256.00	
326090	RUIZ	3.80	WTR DEP REF - 13708 FLORINE
326091		8.76	WTR DEP REF - 15151 FAULKNER
	Vendor Total	12.56	
325832	S & J SUPPLY CO.	889.93	PW - WATER OPER MNTC SUPPLIES
		434.50	PW - WATER OPER MNTC SUPPLIES
325943		986.30	PW - FACILITY MNTC SUPPLIES
	Vendor Total	2,310.73	
325905	S & S WORLDWIDE	36.32	CSR - STAR SUPPLIES
		12.95	CSR - STAR SUPPLIES
326118		652.92	CSR - STAR SUPPLIES
		619.60	CSR - STAR SUPPLIES
326236		638.24	CSR - STAR SUPPLIES
		29.37	CSR - STAR SUPPLIES
326420		2,311.39	CSR - STAR SUPPLIES
		963.81	CSR - STAR SUPPLIES
		841.81	CSR - STAR SUPPLIES
		642.54	CSR - STAR SUPPLIES
	Vendor Total	6,748.95	
325876	SALAZAR, SILVIA M	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
325944	SALCO GROWERS, INC.	447.89	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	447.89	
325998	SANCHEZ, RICHARD A	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	

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Check Number	Vendor Name	Amount	Description
326138	SANTA BARBARA CONTROL SYSTEMS	2,962.20	PW - FACILITY MNTC SUPPLIES
	Vendor Total	2,962.20	
325999	SANTACRUZ, ALONDRA	1,000.00	FACILITY DEPOSIT REFUND(SANTACRUZ,7383)
		-299.68	FACILITY FEES (SANTACRUZ)
	Vendor Total	700.32	
325945	SCA OF CA, LLC	17,384.90	PW - STREET SWEEPING (8/22)
		453.60	PW - STREET SWEEPING (8/6)
326257		17,384.90	PW - STREET SWEEPING (9/22)
	Vendor Total	35,223.40	
326139	SCHOOL HEALTH CORPORATION	350.57	CSR - 1660 ADULT SPORTS SUPPLIES
		93.64	CSR - 1660 ADULT SPORTS SUPPLIES
		49.61	CSR - 1660 ADULT SPORTS SUPPLIES
	Vendor Total	493.82	
325877	SCOTT FAZEKAS & ASSOCIATES,	20,348.90	PL - PLAN CHECK SVCS (8/22)
		562.50	PL - BLDG OFFICIAL SVCS (8/22)
326302		32,628.84	PL - PLAN CHECK SVCS (9/22)
		437.50	PL - BLDG OFFICIAL SVCS (9/22)
	Vendor Total	53,977.74	
325906	SECTRAN SECURITY INC	614.75	GEN - ARMORED CAR SVC (9/22)
326326		617.16	GEN - ARMORED CAR SVC (10/22)
	Vendor Total	1,231.91	
325878	SERRANO, IRMA	70.69	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	70.69	
325946	SHOETERIA	195.95	PW - WORK BOOTS (FACILITIES)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (LANDSCAPE)
		100.00	PW - WORK BOOTS (FACILITIES)
		100.00	PW - WORK BOOTS (FACILITIES)
326327		188.52	PW - WORK BOOTS (FACILITIES)
		100.00	PW - WORK BOOTS (WTR PROD)
		100.00	PW - WORK BOOTS (WTR DIST)
	Vendor Total	1,184.47	
326092	SIGMA FOOTWEAR GROUP, INC	39.95	WTR DEP REF - 14496 GARFIELD
	Vendor Total	39.95	

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Check Number	Vendor Name	Amount	Description
325907	SMART & FINAL IRIS CO	525.89	CSR - ENP EVENT SUPPLIES
		188.71	CSR - STAR SUPPLIES
		75.02	CSR - STAR SUPPLIES
		23.77	CM - MEETING EXPENSE (9/15)
325908		119.59	PW - MEETING EXPENSE
		107.27	GEN - KITCHEN SUPPLIES
		21.57	GEN - KITCHEN SUPPLIES
325909		48.54	PS - MEETING EXPENSE (8/31)
		38.97	PS - NW MEETING EXPENSE (9/14)
325947		142.38	CSR - MEETING EXPENSE
		107.97	GEN - CC MEETING EXPENSE (9/6)
326000		182.04	PW - MEETING EXPENSE
		67.04	PW - MEETING EXPENSE
326140		268.68	CSR - STAR SUPPLIES
		200.75	CSR - ENP EVENT SUPPLIES
		150.37	GEN - CC MEETING EXPENSE (9/20)
		147.75	GEN - CC MEETING EXPENSE (9/20)
		122.69	GEN - CC MEETING EXPENSE (9/20)
		105.70	CSR - STAR SUPPLIES
		98.65	CSR - MEETING EXPENSE
		51.55	CSR - ENP EVENT SUPPLIES
		44.47	CSR - STAR SUPPLIES
		21.98	CSR - OFFICE SUPPLIES
326237		240.44	CSR - RECREATION SUPPLIES
326303		55.09	GEN - CC MEETING EXPENSE (10/4)
326328		514.02	PS - PUBLIC SAFETY EXPO (10/15)
326381		61.31	GEN - KITCHEN SUPPLIES
326421		42.38	CSR - OFFICE SUPPLIES
		21.57	CSR - OFFICE SUPPLIES
326455		161.37	PS - PIP MEETING EXPENSE (10/22)
		19.99	PS - PIP MEETING EXPENSE (10/22)
326478		288.68	GEN - KITCHEN SUPPLIES
326479		267.46	CSR - STAR SUPPLIES
		168.40	CSR - HALLOWEEN HOOTENANNY EVENT
		102.95	CSR - STAR SUPPLIES
		72.13	CSR - STAR SUPPLIES
		28.11	CSR - STAR SUPPLIES
	Vendor Total	4,905.25	
325833	SMITH PAINT	1,985.33	PW - STREET MNTC SUPPLIES
		392.38	PW - STREET MNTC SUPPLIES
325948		1,540.74	PW - LANDSCAPE MNTC SUPPLIES
		214.44	PW - FACILITY MNTC SUPPLIES
326119		2,121.76	PW - STREET MNTC SUPPLIES
326422		572.53	PW - GRAFFITI REMOVAL SUPPLIES
		17.75	PW - GRAFFITI REMOVAL SUPPLIES
	Vendor Total	6,844.93	
326186	SO CALIF ASSOC OF GOVERNMENTS	6,461.00	CC - SCAG MEMBERSHIP (FY 2023)
	Vendor Total	6,461.00	
325949	SOFTWARE MSP, LLC	22,545.27	GEN - CYBER SECURITY SUPPORT
	Vendor Total	22,545.27	
325879	SOURCE GRAPHICS	149.94	GEN - BUSINESS CARDS (EW,SC)
325910		2,328.48	CSR - STAR PARENT HANDBOOK
		1,127.86	CSR - STAR FORMS
	Vendor Total	3,606.28	

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Check Number	Vendor Name	Amount	Description
326258	SOUTH COAST AIR QUALITY	468.76	PW - FY22 GENERATOR FEE(16317 GARFIELD)
		151.85	PW - FY23 EMISSIONS FEE(16317 GARFIELD)
	Vendor Total	620.61	
326259	SOUTHERN CALIF NEWSPAPER GROUP	1,272.44	PL - PUBLISHED NOTICE (9/2)
		1,136.12	PL - PUBLISHED NOTICE (9/2)
	Vendor Total	2,408.56	
326001	SOUTHERN CALIFORNIA EDISON CO.	55,469.46	GEN - FACILITIES & PARKS (8/22)
		4,235.11	GEN - CLRWTR BLDG (8/22)
		463.43	GEN - PARAMOUNT PARK (8/22)
		7,631.93	PW - STREET LIGHTS & MEDIANS (8/22)
		30,909.33	PW - WATER PRODUCTION WELLS (8/22)
326423		6,651.91	PW-WATER PIPELINE LICENSE (11/22-10/23)
	Vendor Total	105,361.17	
326187	SPECTRUM	6,051.73	GEN - INTERNET SVCS (10/22)
		104.37	GEN - CITY HALL CABLE (10/22)
		128.58	GEN - CITY YARD CABLE (10/22)
	Vendor Total	6,284.68	
326120	SPINITAR/PRESENTATION PRODUCTS	970.91	CSR - STAR SUPPLIES
	Vendor Total	970.91	
326275	STATE DISBURSEMENT UNIT	430.00	PAYROLL DEDUCTION - PPE 10/7
326465		430.00	PAYROLL DEDUCTION - PPE 10/21
326093		115.38	PAYROLL DEDUCTION - PPE 9/23
326276		115.38	PAYROLL DEDUCTION - PPE 10/7
326466		115.38	PAYROLL DEDUCTION - PPE 10/21
	Vendor Total	1,206.14	
325880	STEAMX - SIGNAL HILL	156.71	PW - GRAFFITI REMOVAL SUPPLIES
326094		355.01	PW - LANDSCAPE MNTC SUPPLIES
		148.07	PW - GRAFFITI REMOVAL SUPPLIES
	Vendor Total	659.79	
326188	STEVE A FILARSKY	1,137.50	HR - LEGAL SVCS (9/22)
	Vendor Total	1,137.50	
326238	SUBWAY	1,046.90	HR - EMPLOYEE DEVELOPMENT TRAINING
	Vendor Total	1,046.90	
326424	SUGAR FROM THE HEART	290.00	CSR - STAR SUPPLIES
	Vendor Total	290.00	
326189	SUNBELT RENTALS, INC	300.04	PW - STREET MNTC SUPPLIES
	Vendor Total	300.04	
326026	SUNOUT MOBILE WINDOW TINTING	1,776.00	PW - FACILITY MNTC SVCS
		998.00	PW - FACILITY MNTC SVCS
		188.02	PW - FACILITY MNTC SVCS
326364		1,287.00	PW - FACILITY MNTC SVCS
	Vendor Total	4,249.02	
325881	SUPERIOR COURT OF CALIFORNIA	18,086.50	PS - PARKING VIOLATIONS (7/22)
326456		15,403.50	PS - PARKING VIOLATIONS (9/22)
326467		17,008.00	PS - PARKING VIOLATIONS (8/22)
	Vendor Total	50,498.00	

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Check Number	Vendor Name	Amount	Description
326002	SUPERIOR PROTECTION SERVICES	1,544.75	CSR - PARK SUPERVISION SVCS (9/3-9/9)
		1,480.48	CSR - PARK SUPERVISION SVCS (8/27-9/2)
326141		1,467.39	CSR - PARK SUPERVISION SVCS (9/10-9/16)
326239		1,476.22	CSR - PARK SUPERVISION SVCS (9/17-9/23)
		1,197.00	CSR - PARK PATROL SVCS (10/22)
326425		1,469.21	CSR - PARK SUPERVISION SVCS(10/8-10/14)
		1,464.65	CSR - PARK SUPERVISION SVCS (10/1-10/7)
		1,436.33	CSR - PARK SUPERVISION SVCS (9/24-9/30)
	Vendor Total	11,536.03	
326337	SURE-CLOSE, INC	31,050.00	PW - ORGANICS PROGRAM SUPPLIES(SB1383)
	Vendor Total	31,050.00	
326003	SUSTAINABLE ENVIRONMENTAL	5,600.16	PW - SB1383 TECHNICAL ASSISTANCE
326209		6,675.00	PW - TECHNICAL ASSISTANCE (EAR 2021)
	Vendor Total	12,275.16	
325810	TAMADA	22.19	WTR DEP REF - 15332 HAYTER
	Vendor Total	22.19	
325950	TARGET SPECIALTY PRODUCTS INC	645.88	PW - LANDSCAPE MNTC SUPPLIES
326210		63.98	PW - LANDSCAPE MNTC SUPPLIES
	Vendor Total	709.86	
325951	TAYLOR'S LOCK & KEY SVCS	230.90	PW - FACILITY MNTC SVCS
		47.79	PW - FACILITY MNTC SVCS
		43.87	PW - FACILITY MNTC SVCS
		21.93	PW - FACILITY MNTC SVCS
326190		27.95	PW - FACILITY MNTC SUPPLIES
326211		46.24	PW - FACILITY MNTC SUPPLIES
326365		16.26	PW - FACILITY MNTC SUPPLIES
	Vendor Total	434.94	
326240	TECHNICAL & BUSINESS SYSTEMS	8,365.36	PL - AIR MONITORING SVCS (8/22)
326304		9,472.79	PL - AIR MONITORING SVCS (9/22)
	Vendor Total	17,838.15	
326329	TETRA TECH, INC	1,320.00	PW - WATER ENGINEERING SVCS
	Vendor Total	1,320.00	
325962	TEURMAN, RAY	200.00	PW - BEE REMOVAL SVCS (PROGRESS PARK)
		200.00	PW - BEE REMOVAL SVCS (8136 HOWE)
		200.00	PW - BEE REMOVAL SVCS (DILLS PARK)
326095		200.00	PW - BEE REMOVAL SVCS (15500 DOWNEY)
	Vendor Total	800.00	
326142	THE CAVANAUGH LAW GROUP, APLC	21,358.20	CA - CITY ATTORNEY SVCS (9/22)
		8,354.50	PS - CITY PROSECUTOR (9/22)
	Vendor Total	29,712.70	
326191	THE PLOTTER DOCTOR	72.15	PW - GRAFFITI REMOVAL SUPPLIES
	Vendor Total	72.15	

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Check Number	Vendor Name	Amount	Description
325911	THE SAUCE CREATIVE SERVICES	1,516.85	CSR - FALL/WINTER EVENT BANNER
326027		281.79	HR - JOB FLYERS (RECREATION)
		281.79	CSR - STAR JOB FLYERS
326143		1,543.69	CSR - STAR UNIFORMS
		788.43	CSR - STAR SIGNS
		300.00	CSR - YOUTH COMMISSION FLYERS
		75.00	CP - HAY TREE EVENT
326305		1,242.63	PS - PUBLIC SAFETY EXPO STREET BANNER
		150.00	CSR - HALLOWEEN HOOTENANNY EVENT
326426		981.75	CSR - STAR SUPPLIES
326457		100.00	CSR - HAUNTED HOUSE FLYER
	Vendor Total	7,261.93	
326096	THOMPSON	8.57	WTR DEP REF - 15319 RANCHO POLERMO
	Vendor Total	8.57	
326097	TORRES	29.50	WTR DEP REF - 15321 BELLOTA
	Vendor Total	29.50	
325882	TORRES, RUDIS B	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	
15816	TOTAL ADMINISTRATIVE SERVICES	355.75	FT FSA - PPE 9/9
15838		355.75	FT FSA - PPE 9/23
15867		355.75	FT FSA - PPE 10/7
	Vendor Total	1,067.25	
326004	TRIPEPI SMITH & ASSOCIATES	4,323.48	AS - COMMUNICATIONS CONSULTANT (7/22)
		1,284.43	PW - WATER CONSULTING SVCS (7/22)
326028		8,569.62	AS - COMMUNICATION CONSULTANT (8/22)
		181.92	PW - WATER CONSULTING SVCS (8/22)
		660.00	AS - EXPLORE PARAMOUNT (8/22) - COVID
326192		669.38	AS - BROADCASTING SVCS (9/22)
326306		7,996.34	AS - COMMUNICATIONS CONSULTANT (9/22)
		4,820.69	PW - ORGANICS OUTREACH (TRIPEPI-9/22)
	Vendor Total	28,505.86	
325834	U S POSTAL SVC/ U S POSTMASTER	3,000.00	FIN - BULK MAIL PERMIT #3
326005		2,962.80	CP - AROUND TOWN POSTAGE (9/22)
326277		200.00	FIN - BRM PERMIT POSTAGE DEPOSIT
326338		2,962.80	CP - AROUND TOWN POSTAGE (10/22)
326366		3,000.00	FIN - BULK MAIL PERMIT #3
	Vendor Total	12,125.60	
326029	UNDERGROUND SERVICE ALERT	130.75	PW - WATER OPER MNTC SVCS (8/22)
		51.76	PW - WATER OPER MNTC SVCS (8/22)
326307		174.50	PW - WATER OPER MNTC SVCS (9/22)
		51.76	PW - WATER OPER MNTC SVCS (9/22)
	Vendor Total	408.77	
325952	UNISHIELD	1,133.26	PS - FIRST AID SUPPLIES
		532.56	PS - FIRST AID SUPPLIES
	Vendor Total	1,665.82	
326144	UNITED RENTALS	315.54	CSR - NIGHT MARKET (9/2)
		220.50	CSR - NIGHT MARKET (9/2)
	Vendor Total	536.04	
326278	UNITED STATES TREASURY	636.00	PAYROLL DEDUCTION - PPE 10/7
	Vendor Total	636.00	

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Check Number	Vendor Name	Amount	Description
325835	UNIVAR USA	2,216.84	PW - WATER OPER MNTC SUPPLIES
		701.09	PW - WATER OPER MNTC SUPPLIES
		584.24	PW - WATER OPER MNTC SUPPLIES
325953		1,057.06	PW - FACILITY MNTC SUPPLIES
		721.58	PW - FACILITY MNTC SUPPLIES
326030		2,537.90	PW - WATER OPER MNTC SVCS
		569.54	PW - FACILITY MNTC SUPPLIES
		467.39	PW - WATER OPER MNTC SUPPLIES
326121		1,865.20	PW - WATER OPER MNTC SUPPLIES
		1,441.12	PW - WATER OPER MNTC SUPPLIES
326193		553.08	PW - WATER OPER MNTC SUPPLIES
326241		2,323.86	PW - WATER OPER MNTC SUPPLIES
		504.39	PW - FACILITY MNTC SUPPLIES
326427		1,133.92	PW - FACILITY MNTC SUPPLIES
		872.46	PW - WATER OPER MNTC SUPPLIES
326480		2,446.17	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	19,995.84	
326006	UNIVERSITY TROPHIES	635.04	CC - NAMEPLATES
		438.24	CP - PLAQUE
		73.04	CP - PLAQUE
	Vendor Total	1,146.32	
325836	US BANK VOYAGER FLEET	209.45	PW - CNG FUEL (8/22)
		90.21	PW - CNG FUEL (8/22)
326031		112.62	PW - CNG FUEL (9/22)
		166.12	PW - CNG FUEL (9/22)
	Vendor Total	578.40	
325954	USA BLUEBOOK	586.96	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	586.96	
325912	V V & G CONSTRUCTION	1,800.00	PL - RES REHAB (16317 HUNSAKER)
326212		3,372.00	PL - RES REHAB (15340 VERDURA)
326382		3,551.50	PL - RES REHAB (16317 HUNSAKER)
	Vendor Total	8,723.50	
325883	VELASCO, SALVADOR	200.00	PS - HOME SECURITY REBATE PROGRAM
	Vendor Total	200.00	

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Check Number	Vendor Name	Amount	Description
325913	VERIZON WIRELESS - LA	38.01	AS - CELLULAR SERVICE (9/22)
		51.89	CM - CELLULAR SERVICE (9/22)
		362.11	CSR - CELLULAR SERVICE (9/22)
		1,341.83	CSR - STAR CELLULAR SERVICE (9/22)
		76.02	PL - CELLULAR SERVICE (9/22)
		190.05	PS - CELLULAR SERVICE (9/22)
		485.84	PS - CELLULAR SERVICE (9/22)
		354.09	PW - CELLULAR SERVICE (9/22)
		41.00	AS - SOCIAL MEDIA CELLULAR SVC (9/22)
		38.05	PW - USB AIRCARD WELL #14 (9/22)
		10.02	GEN - EOC CELLULAR & P/R DEVICE (9/22)
326383		10.02	GEN - EOC CELLULAR & P/R DEVICE (10/22)
		211.49	PS - CELLULAR EQUIPMENT
		38.01	AS - CELLULAR SERVICE (10/22)
		51.85	CM - CELLULAR SERVICE (10/22)
		361.69	CSR - CELLULAR SERVICE (10/22)
		1,340.51	CSR - STAR CELLULAR SERVICE (10/22)
		76.02	PL - CELLULAR SERVICE (10/22)
		190.05	PS - CELLULAR SERVICE (10/22)
		473.33	PS - CELLULAR SERVICE (10/22)
		349.10	PW - CELLULAR SERVICE (10/22)
		40.96	AS - SOCIAL MEDIA CELLULAR SVC (10/22)
		38.26	PW - USB AIRCARD WELL #14 (10/22)
		120.49	PW - TABLET
	Vendor Total	6,290.69	
326308	VIALPANDO, ANDREW	138.75	AS - CJPIA RISK MGMT CONF (AV)
	Vendor Total	138.75	
326145	VIRIDI CONSTRUCTION	1,553.00	PLAN CHECK REFUND (VIRIDI CONSTRUCTION)
	Vendor Total	1,553.00	
326098	VISION SERVICE PLAN	1,876.50	VISION INSURANCE (10/22)
326384		1,939.05	VISION INSURANCE (11/22)
	Vendor Total	3,815.55	
326481	VISTA PAINT CORPORATION	582.14	PW - WATER OPER MNTC SUPPLIES
	Vendor Total	582.14	
326007	W. A. RASIC CONSTRUCTION	645.47	WTR DEP REF - 8429 HARRISON
	Vendor Total	645.47	

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Check Number	Vendor Name	Amount	Description		
326146	WALMART COMMUNITY	133.46	CSR - STAR SUPPLIES		
		35.82	CSR - RECREATION SUPPLIES		
		338.40	CSR - STAR SUPPLIES		
		250.48	CSR - PEP SUPPLIES		
		247.19	CSR - ENP EVENT SUPPLIES		
		165.34	CSR - ENP EVENT SUPPLIES		
		74.47	CSR - 1660 ADULT SPORTS SUPPLIES		
		148.94	CSR - STAR SUPPLIES		
		223.85	CSR - RECREATION SUPPLIES		
		172.85	CSR - STAR SUPPLIES		
		165.61	CSR - STAR SUPPLIES		
		150.21	CSR - STAR SUPPLIES		
		142.50	CSR - STAR SUPPLIES		
		326468		172.26	CSR - STAR SUPPLIES
				346.72	CSR - STAR SUPPLIES
65.52	CSR - 1660 ADULT SPORT SUPPLIES				
32.99	CSR - EQUIPMENT MNTC SUPPLIES				
19.10	CSR - PEP SUPPLIES				
42.01	CSR - PEP SUPPLIES				
578.22	CSR - STAR SUPPLIES				
48.34	CSR - STAR SUPPLIES				
838.93	CSR - STAR SUPPLIES				
165.47	CSR - STAR SUPPLIES				
75.05	CSR - ENP EVENT SUPPLIES				
67.39	CSR - ENP EVENT SUPPLIES				
7.56	CSR - ENP EVENT SUPPLIES				
5.34	CSR - STAR SUPPLIES				
733.65	CSR - STAR SUPPLIES				
424.51	CSR - STAR SUPPLIES				
142.06	CSR - STAR SUPPLIES				
68.69	CSR - ENP EVENT SUPPLIES				
221.87	CSR - STAR SUPPLIES				
433.49	CSR - STAR SUPPLIES				
150.95	CSR - STAR SUPPLIES				
	Vendor Total	6,889.24			
326032	WALTERS WHOLESALE	198.78	PW - FACILITY MNTC SUPPLIES		
	Vendor Total	198.78			
325837	WATER REPLENISHMENT DISTRICT	2,990.00	PW - TITLE 22 MONITORING (1/22 - 6/22)		
325955		92,150.31	PW - GROUNDWATER PRODUCTION (7/22)		
326242		93,177.81	PW - GROUNDWATER PRODUCTION (8/22)		
	Vendor Total	188,318.12			
326033	WATERLINE TECHNOLOGIES, INC	1,813.92	PW - FACILITY MNTC SUPPLIES		
326482		464.20	PW - FACILITY MNTC SUPPLIES		
	Vendor Total	2,278.12			
326099	WECK LABORATORIES, INC.	216.00	PW - WATER CHEMICAL TESTING		
		36.00	PW - WATER CHEMICAL TESTING		
		36.00	PW - WATER CHEMICAL TESTING		
326122		216.00	PW - WATER CHEMICAL TESTING		
		216.00	PW - WATER CHEMICAL TESTING		
326243		36.00	PW - WATER CHEMICAL TESTING		
		1,302.00	PW - WATER CHEMICAL TESTING		
		216.00	PW - WATER CHEMICAL TESTING		
326428		156.00	PW - WATER CHEMICAL TESTING		
		36.00	PW - WATER CHEMICAL TESTING		
		36.00	PW - WATER CHEMICAL TESTING		
		36.00	PW - WATER CHEMICAL TESTING		
	Vendor Total	2,538.00			

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Check Number	Vendor Name	Amount	Description
15852	WELLS FARGO BANK	1,273.81	GEN - CITY BANK ANALYSIS (9/22)
	Vendor Total	1,273.81	
326123	WELLS FARGO FINANCIAL LEASING	184.97	FIN - COPIER (10/22)
		39.70	FIN - COPIER PROP TAX
	Vendor Total	224.67	

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Check Number	Vendor Name	Amount	Description
15829	WELLS ONE COMMERCIAL CARD	4,700.00	CC - CCCA MEMBERSHIP (FY 2023)
		650.00	CC - CAL CITIES ANNUAL CONF (VCS)
		575.00	CM - CCCA FALL SUMMIT (JM)
		575.00	CC - CCCA FALL SUMMIT (BO)
		575.00	CC - CCCA FALL SUMMIT (IA)
		575.00	CC - CCCA CONF (VCS)
		50.00	CC - CAL CITIES INSTALLATION (IA)
		575.00	CC - CCCA FALL SUMMIT (AD)
		50.00	CC - CAL CITIES ANNUAL CONF (IA)
		50.00	CC - CAL CITIES ANNUAL CONF (BO)
		50.00	CC - CAL CITIES ANNUAL CONF (VCS)
		239.12	GEN - OFFICE SUPPLIES
		125.00	CM - ICSC MEMBERSHIP (FY 2023)
15830		550.00	CM - ICSC CONFERENCE (JM)
		88.16	CSR - RECREATION SUPPLIES
		385.81	CSR - STAR SUPPLIES
		110.14	CSR - STAR SUPPLIES
		9.89	CSR - STAR SUPPLIES
		19.17	CSR - STAR SUPPLIES
		18.36	GEN - CC MEETING (8/2)
		44.94	GEN - CC MEETING (8/2)
		15.54	CSR - RECREATION SUPPLIES
		30.00	CSR - ENP LUAU EVENT
		111.06	CSR - 1660 ADULT SPORTS SUPPLIES
		790.00	CSR - RECREATION SUPPLIES
		78.76	CSR - ENP LUAU EVENT
		132.24	CSR - STAR SUPPLIES
		97.52	CSR - STAR SUPPLIES
		16.54	CSR - ENP EVENT SUPPLIES
		264.60	CSR - STAR SUPPLIES
		264.60	CSR - STAR SUPPLIES
		30.85	CSR - 1660 ADULT SPORTS SUPPLIES
		33.06	CSR - STAR SUPPLIES
		30.00	CSR - STAR SUPPLIES
		162.03	CSR - UNIFORMS
		145.21	CSR - UNIFORMS
		57.32	CSR - EQUIPMENT MNTC SUPPLIES
		110.22	CSR - STAR SUPPLIES
		8.81	CSR - STAR SUPPLIES
		590.16	CSR - UNIFORMS
		141.97	CSR - FACILITY SUPPLIES
		38.44	CSR - STAR SUPPLIES
		23.67	CSR - UNIFORMS
		88.34	CSR - ENP LUAU EVENT
		31.40	GEN - POSTAGE EXPENSE
		27.51	CSR - STAR SUPPLIES
		25.00	CP - COMMISSIONER'S APPRECIATION DINNER
		25.00	CP - COMMISSIONER'S APPRECIATION DINNER
		211.39	CSR - EQUIPMENT MNTC SUPPLIES
		25.00	CP - COMMISSIONER'S APPRECIATION DINNER
		25.00	CP - COMMISSIONER'S APPRECIATION DINNER
		45.74	GEN - CC MEETING (8/16)
		420.00	GEN - CC MEETING (8/16)
		25.00	CP - COMMISSIONER'S APPRECIATION DINNER
		799.58	CSR - STAR SUPPLIES
		209.13	CSR - STAR SUPPLIES
		158.38	CSR - EQUIPMENT MNTC SUPPLIES
		811.20	CSR - ENP EXCURSION (9/20)
		17.53	CSR - 1660 ADULT SPORTS SUPPLIES
		434.70	CP - BACK TO SCHOOL EVENT

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Check Number	Vendor Name	Amount	Description		
15830	WELLS ONE COMMERCIAL CARD	110.40	CSR - RECREATION SUPPLIES		
		289.78	CSR - ENP SUPPLIES		
		639.32	CP - VETERANS CELEBRATION		
		543.24	CSR - RECREATION SUPPLIES		
		29.87	CSR - ENP EVENT SUPPLIES		
		239.88	CSR - RECREATION SUPPLIES		
		82.54	CSR - EQUIPMENT MNTC SUPPLIES		
		91.44	CSR - STAR SUPPLIES		
		383.55	CSR - RECREATION SUPPLIES		
		15.48	CSR - STAR SUPPLIES		
		355.53	CSR - STAR SUPPLIES		
		44.70	CSR - STAR SUPPLIES		
		15831		37.47	GEN - OFFICE SUPPLIES
				675.00	GEN - E-NEWSLETTER
48.48	HR - OFFICE SUPPLIES				
1,130.00	HR - CALPELRA CONFERENCE (NL)				
1,275.00	GEN - E-NEWSLETTER (FY23)				
1,130.00	AS - CALPELRA CONFERENCE (AV)				
75.00	HR - JOB NOTICE (CSR)				
90.00	AS - MMASC MEMBERSHIP (AM)				
254.45	HR - OFFICE SUPPLIES				
400.00	AS - MMASC CONFERENCE (AM)				
90.00	PS - FIREWORKS SUPPRESSION EFFORTS				
75.00	HR - JOB NOTICE (PW)				
256.49	GEN - KEY FOBS (30)				
51.99	CP - EXPLORE PARAMOUNT				
175.00	HR - JOB NOTICE (PW-MA) - TRIPEPI				
66.08	CP - EXPLORE PARAMOUNT				
175.00	HR - JOB POSTING (AS-MA) - TRIPEPI				
135.53	CP - EXPLORE PARAMOUNT				
-675.00	GEN - E- NEWSLETTER (CREDIT)				
137.88	CP - EXPLORE PARAMOUNT				
156.17	CP - EXPLORE PARAMOUNT				
234.00	HR - JOTFORM SUBSCRIPTION (FY23)				
109.14	HR - OFFICE SUPPLIES				
180.53	CP - EXPLORE PARAMOUNT				
150.24	CP - EXPLORE PARAMOUNT				
163.81	CP - EXPLORE PARAMOUNT				
22.02	AS - OFFICE SUPPLIES				
119.38	CP - EXPLORE PARAMOUNT				
550.00	AS - ICSC CONFERENCE (AV)				
1,107.01	GEN - ZOOM SUBSCRIPTION (FY23)				
60.00	CSR - STAR VIRTUAL TEST SOFTWARE (FY23)				
30.24	AS - OFFICE SUPPLIES				
103.20	HR - CALENDLY SUBSCRIPTION (FY23)				
125.00	AS - ICSC MEMBERSHIP (AV)				
15832		62.82	PS - OFFICE SUPPLIES		
		200.00	PS - CCCA DIRECTORS MEETING (8/17)		
		87.28	PS - CCCA DIRECTORS MEETING (8/17)		
		50.15	PS - OFFICE SUPPLIES		
		69.46	PS - OFFICE SUPPLIES		
		21.43	PS - OFFICE SUPPLIES		
		14.32	PS - OFFICE SUPPLIES		
		143.00	PS - OFFICE SUPPLIES		
		78.12	PS - OFFICE SUPPLIES		
		16.53	PS - OFFICE SUPPLIES		
		28.11	GEN - BUSINESS CARDS (JM)		
15833		29.45	PS - OFFICE SUPPLIES		
		13.68	PS - OFFICE SUPPLIES		
		533.70	PS - DEPUTY TRAINING (GR)		

**CITY OF PARAMOUNT
FINAL CHECK REGISTER
October 31, 2022
Pre-issue Checks**

Check Number	Vendor Name	Amount	Description		
15833	WELLS ONE COMMERCIAL CARD	110.24	PS - OFFICE SUPPLIES		
		141.97	CP - NNO EVENT		
		39.96	CP - NNO EVENT		
		225.00	PS - DEPUTY TRAINING (JF)		
		14.32	PS - OFFICE SUPPLIES		
		21.99	PS - OFFICE SUPPLIES		
		137.52	PS - MEETING EXPENSE (8/4)		
		8.81	PS - OFFICE SUPPLIES		
		45.06	PS - OFFICE SUPPLIES		
		148.54	PS - OFFICE SUPPLIES		
		18.73	PS - OFFICE SUPPLIES		
		16.53	PS - COMMUNITY PROMO SUPPLIES		
		16.74	PS - OFFICE SUPPLIES		
		159.90	PS - OFFICE SUPPLIES		
		62.37	PS - OFFICE SUPPLIES		
		23.39	PS - OFFICE SUPPLIES		
		11.02	PS - OFFICE SUPPLIES		
		15834		375.51	FIN - OFFICE SUPPLIES
				6.50	FIN - OFFICE SUPPLIES
				22.04	FIN - OFFICE SUPPLIES
9.58	FIN - OFFICE SUPPLIES				
15835		27.38	FIN - OFFICE SUPPLIES		
		95.00	FIN - CMTA MEMBERSHIP (CA)		
		129.95	PL - PUBLICATIONS		
		90.00	PL - MMASC MEMBERSHIP (SB)		
15836		45.17	PL - OFFICE SUPPLIES		
		88.00	PL - MEETING EXPENSE (8/23)		
		475.00	PL - MMASC CONF (SB)		
		44.62	CSR - MEETING EXPENSE (8/2)		
15837		460.71	CSR - MEETING EXPENSE (8/2)		
		237.00	GEN - CC MEETING EXPENSE (8/2)		
		75.00	CSR - STAR SUPPLIES		
		30.18	PW - FACILITY MNTC SUPPLIES		
		24.17	PW - FACILITY MNTC SUPPLIES		
		135.00	PW - AWWEE MEMBERSHIP (WM)		
		277.50	PW - APWA MEMBERSHIP (AF)		
		63.52	PW - GARDEN COMPOST WORKSHOP SUPPLIES		
		46.02	PW - FACILITY MNTC SUPPLIES		
		156.52	PW - WASTEWATER SURCHARGE		
		3.40	PW - WASTEWATER SURCHARGE		
		36.37	PW - OUTREACH SUPPLIES		
		16.16	PW - FACILITY MNTC SUPPLIES		
	Vendor Total	33,628.37			
326034	WEST COAST ARBORISTS, INC	69,116.70	PW - TREE MNTC SVCS (8/16 - 8/31)		
326260		5,398.40	PW - TREE MNTC SVCS (9/1 - 9/15)		
		2,152.00	PW - MEDIAN MNTC SVCS (9/1 - 9/15)		
	Vendor Total	76,667.10			
326244	WESTERLY METER SERVICE COMPANY	805.00	PW - WATER OPER MNTC SVCS		
	Vendor Total	805.00			
325956	WESTERN OFFICE LA, INC	8,835.31	CIP - CITY HALL CONF RM UPGRADE		
	Vendor Total	8,835.31			

**CITY OF PARAMOUNT
FINAL CHECK REGISTER
October 31, 2022
Pre-issue Checks**

Check Number	Vendor Name	Amount	Description
325838	WHITE CAP, L.P.	720.37	PW - WATER OPER MNTC SUPPLIES
		187.52	PW - STREET MNTC SUPPLIES
		138.83	PW - STREET MNTC SUPPLIES
325884		147.89	PW - GRAFFITI REMOVAL SUPPLIES
326100		190.43	PW - LANDSCAPE MNTC SUPPLIES
326194		636.70	PW - FACILITY MNTC SUPPLIES
		378.95	PW - STREET MNTC SUPPLIES
326367		195.57	PW - TRAFFIC SAFETY SUPPLIES
326385		27.42	PW - STREET MNTC SUPPLIES
326429		201.63	CSR - 1660 ADULT SPORTS SUPPLIES
		165.72	PW - FACILITY MNTC SUPPLIES
		73.30	PW - FACILITY MNTC SUPPLIES
	Vendor Total	3,064.33	
325957	WILLDAN ASSOCIATES, INC	21,911.75	PW - GENERAL ENG SVCS (8/22)
326008		1,950.00	CIP - NEIGHBORHOOD STREET RESURF (8/22)
		39,250.00	CIP - NEIGHBORHOOD STREET RESURF (8/22)
		900.00	CIP - BUS SHELTERS (8/22)
		4,050.00	CIP - BUS SHELTERS (8/22)
		4,650.00	CIP - ARTERIAL STREET RESURF (8/22)
		4,200.00	CIP - NEIGHBORHOOD STREET RESURF (8/22)
		3,461.00	CIP - ROSECRANS BRIDGE REPAIR (8/22)
		1,050.00	CIP - LAKEWOOD RECLAIM WATER EXT (8/22)
		108.00	CIP - WSAB BIKEWAY PHASE 2 (8/22)
326035		58,938.05	CIP - ALONDRA WIDENING IMP (8/22)
		1,500.00	CIP - TRAFFIC SIGNAL IMP (8/22)
		2,000.00	CIP - TRAFFIC SIGNAL IMP (8/22)
		1,720.00	CIP - ARTERIAL STREET RESURF (8/22)
		742.00	PW - I-710 TAC MEETING (8/22)
		364.00	PW - I-91/605 TAC MEETING (8/22)
326195		3,771.25	PW - LANDSCAPE ENG SVCS (7/22)
		1,625.00	PW - LANDSCAPE ENG SVCS (7/22)
326261		489.00	CIP - TRAFFIC SIGNAL (ALONDRA/PASSAGE)
326330		16,578.75	PW - TRAFFIC ENG SVCS (8/22)
		796.00	PW - LRSP ENG SVCS (8/22)
326458		34,015.00	PW - GENERAL ENG SVCS (8/22)
		7,950.00	CIP - NEIGHBORHOOD STREET RESURF (9/22)
		12,560.00	CIP - NEIGHBORHOOD STREET RESURF (9/22)
		5,550.00	CIP - ARTERIAL STREET RESURF (9/22)
		756.00	CIP - ROSECRANS BRIDGE REPAIR (9/22)
		648.00	CIP - WASB BIKEWAY PHASE 2 (9/22)
326469		99,366.00	CIP - ALONDRA WIDENING (EA-9/22)
		7,200.00	CIP - LAKEWOOD RECLAIM WATER EXT (9/22)
		3,900.00	CIP - TRAFFIC SIGNAL (ALONDRA/PASSAGE)
		800.00	CIP - TRAFFIC SIGNAL (ALONDRA/PASSAGE)
		2,430.00	CIP - BUS SHELTERS (9/22)
		900.00	CIP - BUS SHELTERS (9/22)
		1,650.00	CIP - NEIGHBORHOOD STREET RESURF (9/22)
	Vendor Total	347,779.80	
326196	WILLIAMS, ANIYAH	384.00	CSR - K/T KIDDIE BALLET/TAP (9/22)
		768.00	CSR - K/T CHEER/GYMNASTICS/DANCE (9/22)
	Vendor Total	1,152.00	
326101	WILSON	21.35	WTR DEP REF - 13815 FACADE
	Vendor Total	21.35	

**CITY OF PARAMOUNT
FINAL CHECK REGISTER
October 31, 2022
Pre-issue Checks**

Check Number	Vendor Name	Amount	Description
326102	XEROX FINANCIAL SERVICES, LLC	415.96	GEN - CITY HALL COPIER (9/22)
		162.26	GEN - CITY HALL COLOR COPIER (9/22)
		169.24	PL - COPIER (9/22)
		370.76	CSR - COPIER (9/22)
326459		415.96	GEN - CITY HALL COPIER (10/22)
		162.26	GEN - CITY HALL COLOR COPIER (10/22)
		169.24	PL - COPIER (10/22)
		370.76	CSR - COPIER (10/22)
	Vendor Total	2,236.44	
15848	XPRESS BILL PAY	33.19	GEN - ONLINE PERMIT CC FEES (9/22)
	Vendor Total	33.19	
326430	ZAMORA, ERENDIRA MORA	250.00	CSR - SENIOR ENTERTAINMENT (10/20)
	Vendor Total	250.00	
A total of 753 checks were issued for		\$8,111,928.55	

NOVEMBER 8, 2022

AWARD OF CONTRACT

PARAMOUNT PARK ROOF REPLACEMENT - POOL BUILDING, SNACK SHACK BUILDING, AND BALLFIELD DUGOUTS
(CITY PROJECT NO. 9370)

MOTION IN ORDER:

IT IS RECOMMENDED THAT THE CITY COUNCIL AWARD THE CONTRACT FOR THE PARAMOUNT PARK ROOF REPLACEMENT TO REMMI CONSTRUCTION, INC., RIVERSIDE, CALIFORNIA, IN THE AMOUNT OF \$95,595.00, AND AUTHORIZE THE MAYOR OR HER DESIGNEE TO EXECUTE THE AGREEMENT.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: Adriana Figueroa, Public Works Director
Sarah Ho, Public Works Assistant Director
Date: November 8, 2022

Subject: AWARD OF CONTRACT FOR PARAMOUNT PARK ROOF REPLACEMENT – POOL BUILDING, SNACK SHACK BUILDING, AND BALLFIELD DUGOUTS (CITY PROJECT NO. 9370)

BACKGROUND

Included in the Fiscal Year 2022-23 Capital Improvement Projects Budget is funding for a roof replacement project at Paramount Park for the Paramount pool building, the snack shack building, and the ballfield dugouts.

DISCUSSION

On October 20, 2022, the Director of Public Works opened and examined the bids for the Paramount Park Roof Replacement (CIP 9370). The bids were opened at 11:00 AM at the City Yard.

Five (5) bids were received and the apparent low bid submitted by Remmi Construction, Inc., amounted to \$95,595.00. Bids received ranged from \$95,595.00 to \$262,804.00.

FISCAL IMPACT

There is currently no additional fiscal impact to the City. Funding for this project was included in the FY 2022-23 Capital Improvement Projects Budget utilizing General Funds.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity and guidelines; and provide the framework for policy decision making. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision. This item aligns with Strategic Outcome No. 5: Attractive and Well-Maintained Infrastructure.

RECOMMENDED ACTION

It is recommended that the City Council award the contract for the Paramount Park Roof Replacement to Remmi Construction, Inc., Riverside, California, in the amount of \$95,595.00, and authorize the Mayor or her designee to execute the agreement.

JOB NAME: PARAMOUNT PARK ROOF REPLACEMENT (CIP 9370)

BID DATE: Thursday, October 20, 2022

BID TIME: 11:00 AM

	<u>Company Name</u>	<u>Company Address</u>	<u>Bid Amount</u>
1.	Remmi Construction, Inc.	Riverside, CA	\$ 95,595.00
2.	Essential Roofing	Paramount, CA	\$135,500.00
3.	Best Roofing	Gardena. CA	\$183,969.00
4.	Letner Roofing Co.	Orange, CA	\$247,500.00
5.	Joey Boots Builders	El Centro, CA	\$262,804.00

**SERVICE AGREEMENT BY AND BETWEEN THE
CITY OF PARAMOUNT
AND
REMMI CONSTRUCTION, INC.
FOR PARAMOUNT PARK ROOF REPLACEMENT (CIP NO. 9370)**

THIS AGREEMENT is made and entered into this 8th day of November, 2022 by and between the CITY OF PARAMOUNT, hereinafter referred to as the "CITY," and REMMI CONSTRUCTION, INC., hereinafter referred to as the "CONTRACTOR."

I. RECITAL

A. PURPOSE. The purpose of this AGREEMENT is to allow the CITY to procure the services of a qualified contractor to provide construction services in connection with the CITY'S Paramount Park roof replacement project, and to have these contractor services based upon the terms and conditions hereinafter set forth.

II. TERMS AND CONDITIONS

A. MISSION. The CITY hereby retains the CONTRACTOR in the capacity as contractor and the CONTRACTOR hereby accepts such responsibility as described herein.

B. TERMS. This AGREEMENT shall commence as of 8th day of November, 2022 and shall remain in full force and effect until such time either party gives written notice of termination in accordance with those provisions set forth in paragraph P. At the time of such extensions, this AGREEMENT shall be amended as to the changes, if any, in the terms, responsibilities and compensation as determined in writing between the CITY and CONTRACTOR.

C. SCOPE OF SERVICES. Under the supervision of the Director of Public Works or her designee, the CONTRACTOR shall provide all services as detailed in the CONTRACTOR'S Proposal dated October 19, 2022 and attached herein as Exhibit A". In the event of any conflict between the provisions of this AGREEMENT and Exhibit "A," the terms of this AGREEMENT shall prevail.

Contractor shall be responsible for hauling away all material debris and leaving the site in a broom clean condition on a DAILY basis. Contractor shall provide full pedestrian protection during remodeling in accordance to City of Paramount code requirements and shall ensure business is in operation during business hours.

D. COMPENSATION. During the term of this AGREEMENT, the CITY shall compensate the CONTRACTOR for the services described as detailed in Exhibit "A". Invoices for payment shall be submitted on a monthly basis and shall be approved by the Director of Public Works or her designee.

The CONTRACTOR shall submit an itemized invoice to the CITY according to work progress, setting forth the work performed and the rates charged in accordance with the contractor's fee schedule.

All change orders, additions, deletions or adjustments to the CONTRACTOR's specifications must be submitted in writing to the CITY for approval. The CITY is the sole authority regarding change orders and the CONTRACTOR shall not change, alter, or delete, in any manner, any portion of these specifications of the CITY.

E. EXPENSES. CONTRACTOR shall not be entitled to an expense account and shall not be required or permitted to incur expenses on behalf of the CITY in addition to the expenses required for completion of the scope of services described herein. The compensation described herein includes provision for all CONTRACTOR expenses required to complete the scope of services described herein.

F. INDEPENDENT CONTRACTOR.

- (a) CONTRACTOR is and shall at all times remain as to the City a wholly independent CONTRACTOR. The personnel performing the services under this Agreement on behalf of CONTRACTOR shall at all times be under CONTRACTOR'S exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of CONTRACTOR or any of CONTRACTOR'S officers, employees, or agents, except as set forth in this Agreement. CONTRACTOR shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. CONTRACTOR shall not incur or have the power to incur any debt, obligation, or liability whatever against City, or bind City in any manner.
- (b) Neither CONTRACTOR, nor any of CONTRACTOR'S officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. CONTRACTOR expressly waives any claim CONTRACTOR may have to any such rights.
- (c) City shall not be liable for compensation or indemnification to CONTRACTOR for injury or sickness arising out of performing services hereunder.

G. INDEMNIFICATION.

- (a) All officers, agents, employees, sub-Contractors, their agents, officers and employees who are hired by or engaged by CONTRACTOR in the performance of this Agreement shall be deemed officers, agents and employees and sub-Contractors of CONTRACTOR, and City shall not be liable or responsible to them for anything whatsoever.

- (b) CONTRACTOR agrees to save, keep, hold harmless and defend City and all of its elected and appointed boards, commissions, officers employees and agents from all claims, damages, costs or expenses in law and in equity, including costs of suit and expenses for legal services, that may at any time arise or be claimed because of damage to property or injury to persons, including City, allegedly received or suffered by reason of any wrongful or negligent act or omission on the part of CONTRACTOR or any of its agents, officers and employees and sub-Contractors in the performance of this Agreement.
- (c) CONTRACTOR shall not be deemed to assume any liability for wrongful or negligent acts of City or its officers, agents, employees and sub-Contractors, and City shall defend and hold CONTRACTOR harmless against any such claims.
- (d) CONTRACTOR agrees to defend, indemnify and hold harmless the City, its elected and appointed boards, commissions, officers, employees and agents from all claims, demands, liability fines and penalties made by CONTRACTOR'S employees from health, retirement or other benefits attributable to services performed pursuant to this Agreement.

H. PREVAILING WAGES.

- (a) Wage rates for this Project shall be in accordance with the "General Wage Determination Made by the Director of Industrial Relations Pursuant To California Labor Code, Part 7, Chapter 1, Article 2, Sections 1770, 1773 and 1773.1", for [insert County name] County. Wage rates shall conform with those posted at the Project site.
- (b) The following Labor Code sections are hereby referenced and made a part of this Agreement:
 - 1. Section 1775 - Penalty for Failure to Comply with Prevailing Wage Rates.
 - 2. Section 1777.4 - Apprenticeship Requirements.
 - 3. Section 1777.5 - Apprenticeship Requirements.
 - 4. Section 1813 - Penalty for Failure to Pay Overtime.
 - 5. Sections 1810 and 1811 - Working Hour Restrictions.
 - 6. Section 1775 - Payroll Records.
 - 7. Section 1773.8 - Travel and Subsistence Pay.

I. RECORD AUDIT. In accordance with Government Code, Section 8546.7, records of both the AGENCY and the CONTRACTOR shall be subject to examination and audit by the Auditor General for a period of three (3) years after final payment.

J. SUCCESSOR AND ASSIGNMENT. The services as contained herein are to be rendered by the CONTRACTOR whose name is as appears first above written and said CONTRACTOR shall not assign nor transfer any interest in this AGREEMENT without the prior written consent of the CITY. Claims for money by CONTRACTOR from the CITY under this contract may be assigned to a bank, trust company, or financial institution without such approval. Written notice of any such assignment or transfer shall be furnished promptly to the CITY.

K. INSURANCE. Without limiting the CONTRACTOR'S indemnification of the CITY, the CONTRACTOR shall provide and maintain at this own expense during the term of this AGREEMENT for the following programs of insurance covering his operation hereunder. Each program of insurance, except professional liability insurance shall name the CITY as "Additionally Insured" and each policy shall contain a provision that such insurance will not be cancelled, nor any change whatsoever made in policies, except upon not less than thirty (30) days prior notice to the CITY, mailed by registered mail with postage prepaid. Such insurance shall be provided by insurer(s) satisfactory to the CITY and evidence of such programs satisfactory to the CITY shall be delivered to the CITY on or before the effective date of this AGREEMENT.

General Liability. A program including, but not limited to, comprehensive general liability including automobile coverage with a combined single limit of not less than \$1,000,000.00 per occurrence. Such insurance shall be primary to and not contributing with any other insurance maintained by the CITY. The issuer shall be an "admitted surety insurer" duly authorized to transact business under the laws of the State of California.

Acceptable insurance coverage shall be placed with carriers admitted to write insurance in California with a rating of A:VIII by A.M. Best & Co. Any deviation from this rule shall require specific approval in writing from the City.

Insurance shall name the City of Paramount, its officers, agents, and employees as additional insured by endorsement of the Contractor's policy. A copy of the endorsement, showing policy limit, shall be provided to the City on or before signing this contract.

Failure on the part of the CONTRACTOR to procure or maintain required insurance shall constitute a material breach of this AGREEMENT upon which the CITY will immediately terminate this AGREEMENT.

Worker's Compensation Coverage. State statutory limits, deductibles, self-insurance retention, or similar forms of coverage limitations or modifications must be declared to and approved by CITY.

Automobile Liability Insurance. In an amount not less than Five Hundred Thousand Dollars (\$500,000) combined single limit per accident for bodily injury and property damage covering owned, non-owned and hired vehicles.

J. COMPLIANCE WITH LAWS. The parties agree to be bound by applicable federal, state and local laws, regulations and directives as they pertain to the performance of this AGREEMENT.

K. SEVERABILITY. In the event that any covenant, condition or other provisions herein contained is held to be invalid, void or illegal by any court of competent jurisdiction, the same shall be deemed severable from the remainder of the AGREEMENT and shall in no way affect, impair or invalidate any other covenant, condition or other provision contained herein. If such condition, covenant or other provision shall be deemed invalid due to its scope or breadth, such covenant, condition or other provision shall be deemed valid to the extent of the scope or breadth permitted by law.

L. INTERPRETATION. No provision of this AGREEMENT is to be interpreted for or against either party because that party or that party's legal representative drafted such provision, but this AGREEMENT is to be construed as if it were drafted by both parties hereto.

M. ENTIRE AGREEMENT. This AGREEMENT supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the retention of CONTRACTOR by the CITY and contains all the covenants and agreements between the parties with respect to such retention.

N. WAIVER. No breach of any provision hereof can be waived unless in writing. Waiver of any one breach of any provision shall not be deemed to be a waiver of any other breach of the same or any other provision hereof.

O. CONTRACT EVALUATION AND REVIEW. The ongoing assessment and monitoring of this AGREEMENT is the responsibility of the City Manager, or his designee.

P. TERMINATION OF AGREEMENT. This AGREEMENT may be terminated by either party by giving written notice at least thirty (30) days prior to the effective termination date in the written notice. In such event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs and reports prepared by the CONTRACTOR under this AGREEMENT shall, at the option of the CITY, become its property and the CONTRACTOR shall be entitled to receive just and equitable compensation for any work satisfactorily completed hereunder. Notwithstanding the above, the CONTRACTOR shall not be relieved of liability to the CITY for damages sustained by the CITY by virtue of any breach of the AGREEMENT by the CONTRACTOR, and the CITY may withhold any payments to the CONTRACTOR for the purpose of set-off until such time as the exact amount of damages due the CITY from the CONTRACTOR is determined.

Q. CHANGES. The CITY or CONTRACTOR may request changes in the scope of the services of the CONTRACTOR to be performed hereunder. Such changes, including any increase or decrease in the amount of the CONTRACTOR'S compensation,

which are mutually agreed upon by and between the CITY and the CONTRACTOR, shall be incorporated in written amendments to this AGREEMENT.

R. REPORTS AND INFORMATION. CONTRACTOR, at such times and in such forms as the CITY may require, shall furnish the CITY such periodic reports as it may request pertaining to work or services undertaken pursuant to this AGREEMENT, the costs and obligations incurred or to be incurred in connection therewith, and any other matters covered by this AGREEMENT.

S. RECORDS AND AUDITS. CONTRACTOR shall maintain accounts and records, including personnel, property and financial records, adequate to identify and account for all costs pertaining to this AGREEMENT, and such other records as may be deemed necessary by the CITY to assure proper accounting for all project funds, both federal and non-federal shares. These records will be made available for audit purposes to the CITY or any authorized representative, and will be retained for five (5) years after the expiration of this AGREEMENT unless permission to destroy them is granted by the CITY.

T. FINDINGS CONFIDENTIAL. All of the reports, information, data, etc., prepared or assembled by the CONTRACTOR under this AGREEMENT are confidential and the CONTRACTOR agrees that they shall not be made available to any individual or organization without the prior written approval of the CITY.

U. COPYRIGHT. No report, maps, or other documents produced in whole or in part under this AGREEMENT shall be the subject of an application for copyright by or on behalf of the CONTRACTOR.

V. PERSONNEL. CONTRACTOR represents that it has, or will secure at its own expense, all personnel required in performing the services under this AGREEMENT. Such personnel shall not be employees of or have any contractual relationship with the CITY. All of the services required hereunder will be performed by CONTRACTOR or under its supervision and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under the state and local law to perform such services. None of the work or services subcontracted hereunder shall be specific by written contract or agreement and shall be subject to each provision of this AGREEMENT.

III. EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this AGREEMENT, the CONTRACTOR agrees as follows:

A. EQUAL OPPORTUNITY.

(a) The CONTRACTOR will not discriminate against any employee or applicant for employment because of race, creed, sex, color, or national origin. The

CONTRACTOR will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, sex, color, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The CONTRACTOR agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the CITY setting forth the provisions of this non-discrimination clause.

- (b) The CONTRACTOR will, in all solicitation or advertisements for employees placed by or on behalf of the CONTRACTOR, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, sex, or national origin.
- (c) The CONTRACTOR will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this AGREEMENT so that such provisions will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.
- (d) The CONTRACTOR will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (e) The CONTRACTOR will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the CITY and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (f) In the event of the CONTRACTOR'S non-compliance with the equal opportunity clauses of this AGREEMENT or with any of such rules, regulations, or orders, this AGREEMENT may be canceled, terminated, or suspended in whole or in part and the CONTRACTOR may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (g) The CONTRACTOR will include the provisions of paragraphs (1) through (6) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section

204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The CONTRACTOR will take such action with respect to any subcontract or purchase order as the CITY may direct as a means of enforcing such provisions, including sanctions for non-compliance; provided, however, that in the event the CONTRACTOR becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the CITY, the CONTRACTOR may request the United States to enter into such litigation to protect the interests of the United States.

B. CIVIL RIGHTS ACT OF 1964. Title VI of the Civil Rights Act of 1964, provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of or, be subjected to discrimination under any program or activity receiving Federal financial assistance.

C. AGE AND DISABILITY. Any prohibition against discrimination on the basis of age under the Age Discrimination Act of 1975, or with respect to an otherwise qualified handicapped individual, as provided in Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990, shall apply to this AGREEMENT.

IV. CONFLICT OF INTEREST

During the performance of this AGREEMENT, the CONTRACTOR agrees as follows:

A. INTEREST OF MEMBERS OF THE CITY. No member of the governing body of the CITY and no other employee, or agent of the CITY who exercises any functions of responsibilities in connection with the planning and carrying out of the program, shall have any personal financial interest, direct or indirect, in this AGREEMENT.

B. INTEREST OF CONTRACTOR. CONTRACTOR represents, warrants and agrees that he does not presently have, nor will he acquire during the term of this AGREEMENT, any interest, direct or indirect, by contract, employment or otherwise, or as a partner, joint venture or shareholder (other than as a shareholder holding a one-percent (1%) or less interest in publicly-traded companies) or affiliate with any business or business entity that has entered into any contract, subcontract, or arrangement with the CITY.

C. INTEREST OF OTHER LOCAL PUBLIC OFFICIALS. No member of the governing body of the locality and no other public official of such locality, who exercises any functions or responsibilities in connection with the planning and carrying out of the program, shall have any personal financial interest, direct or indirect, in this AGREEMENT; and the CONTRACTOR shall take appropriate steps to assure compliance.

EXHIBIT A



REQUEST FOR BID BID PROPOSAL SHEET

City Project -- PARAMOUNT PARK ROOF REPLACEMENT -- (CIP 8370)
located at 14400 Paramount Boulevard, Paramount, CA 90723

The undersigned BIDDER hereby proposes to furnish all materials, equipment, tools, labor, and incidentals required for the above-stated project as set forth in the Specifications and to perform all work in the manner and time prescribed therein.

BIDDER declares that this proposal is based upon careful examination of the work site, Specifications and General Provisions. If this proposal is accepted for award, BIDDER agrees to enter into a contract with the CITY OF PARAMOUNT at the price set forth in the Bid Proposal Sheet.

BIDDER understands that a bid is required for the entire work, and that the items set forth in the Bid Specifications are solely for the purpose of comparing bids, that final compensation under the contract will be based upon the actual amount of work satisfactorily completed. THE CITY RESERVES THE RIGHT TO INCREASE OR DECREASE THE AMOUNT OF ANY QUANTITY SHOWN AND TO DELETE ANY ITEM FROM THE CONTRACT. It is agreed that the bid price includes all appurtenant expenses, taxes, royalties, and fees.

BIDDER understands that if awarded the contract, a 10 percent retention of the total bid price will be held for at least a period of 35 days while the Notice of Completion is filed and recorded, thereby complying with state law.

Bids must be submitted to the City of Paramount no later than Thursday, October 6, 2022 at the hour of 11:00 a.m. at the following address:

City of Paramount -- Public Works Department
Attn: Mario Flores
15300 Downey Avenue
Paramount, CA 90723

The undersigned hereby proposes and agrees to provide services in accordance with the attached General Provisions and Specifications at the stated price: \$ 93,595.00

Signature of Bidder [Signature]

Firm Name Remmi Construction Inc.

Business Address 3360 July Dr Riverside CA.

Telephone No. (951) 593 06 72

Bidder's Contractor License No. 1036595 DIR No. 1000840357

Dated this 19 day of October, 2022.

NOVEMBER 8, 2022

AWARD OF CONTRACT

HARDSCAPE MAINTENANCE FOR FY 2022-23

MOTION IN ORDER:

IT IS RECOMMENDED THAT THE CITY COUNCIL AWARD THE CONTRACT FOR HARDSCAPE MAINTENANCE FOR FY 2022-23 TO CT&T CONCRETE PAVING INC., DIAMOND BAR, CALIFORNIA, IN AN AMOUNT NOT TO EXCEED \$250,000, AND AUTHORIZE THE MAYOR OR HER DESIGNEE TO EXECUTE THE AGREEMENT.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: Adriana Figueroa, Public Works Director
Sarah Ho, Public Works Assistant Director
Date: November 8, 2022

Subject: AWARD OF CONTRACT FOR HARDSCAPE MAINTENANCE FOR FY 2022-23

BACKGROUND

Included in the Fiscal Year 2022-23 Public Works Roads Division Operation Budget is funding for ongoing sidewalk, curb and gutter, and other various roads related repairs. These repairs are completed through an on-call hardscape maintenance contract. The previous contract, approved in January of 2019 expired in June of 2022. Staff sent out a request for bids for this project in October, requesting per unit pricing for a variety of street related repairs.

DISCUSSION

On November 1, 2022, the Director of Public Works opened and examined the bids for the FY23 Hardscape Maintenance. The bids were opened at 11:00 AM at the City Yard.

Two (2) bids were received with the apparent low bid submitted by CT&T Concrete Paving Inc. Public Works staff analyzed the bid and determined the pricing is consistent with the most recent street projects completed in the City as well as current industry standard pricing.

The contract will cover all on-call roads related repairs through the remainder of the Fiscal Year for an amount not to exceed \$250,000 as approved in the Fiscal Year 2022-23 budget. The contract has an option to extend it administratively in future years.

FISCAL IMPACT

There is currently no additional fiscal impact to the City. Funding for this project was included in the FY 2022-23 Public Works Roads Division Operation Budget utilizing General Funds.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity and guidelines; and provide the framework for policy decision making. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision. This item aligns with Strategic Outcome No. 5: Attractive and Well-Maintained Infrastructure.

RECOMMENDED ACTION

It is recommended that the City Council award the contract for Hardscape Maintenance for FY 2022-23 to CT&T Concrete Paving Inc., Diamond Bar, California, in an amount not to exceed \$250,000, and authorize the Mayor or her designee to execute the agreement.

JOB NAME: HARDSCAPE MAINTENANCE FY 2022-23

BID DATE: Tuesday, November 1, 2022

BID TIME: 11:00 AM

	<u>Company Name</u>	<u>Company Address</u>	<u>Bid Amount</u>
1.	CT&T Concrete Paving Inc.	Diamond Bar, CA	\$199,408.00
2.	CJ Construction	Santa Fe Springs, CA	\$274,000.00

NOVEMBER 8, 2022

PUBLIC HEARING

RESOLUTION NO. 22:049

“A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT AUTHORIZING THE APPLICATION AND ADOPTING THE PLAN FOR THE PERMANENT LOCAL HOUSING ALLOCATION (PLHA) PROGRAM”

- A. HEAR STAFF REPORT.
- B. OPEN THE PUBLIC HEARING.
- C. HEAR TESTIMONY IN THE FOLLOWING ORDER:
 - (1) THOSE IN FAVOR
 - (2) THOSE OPPOSED
- D. MOTION TO CLOSE THE PUBLIC HEARING.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[] APPROVED	ABSENT: _____
[] DENIED	ABSTAIN: _____

E. MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 22:049.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[] APPROVED	ABSENT: _____
[] DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: John Carver, Planning Director
Ivan Reyes, Associate Planner
Date: November 8, 2022

**Subject: RESOLUTION NO. 22:049
PERMANENT LOCAL HOUSING ALLOCATION (PLHA) PROGRAM**

BACKGROUND

The California Department of Housing and Community Development (HCD) has announced the release of the 2022 Permanent Local Housing Allocation (PLHA) program Notice of Funding Availability. HCD is authorized to provide up to \$335 million for calendar year 2021 in addition to the \$131 million remaining for calendar year 2019 and calendar year 2020 funds for the PLHA formula allocation program. The PLHA grant, funded by a \$75 recording fee on real estate documents, supports efforts to prevent homelessness and acquire, preserve, and rehabilitate affordable housing.

Paramount is eligible for this housing-related grant in the amount of approximately \$2,626,182 over a five-year period. The application deadline for the first three annual program cycles is November 30, 2022. The allocations for the first three years total \$1,868,814. Among the application requirements is the adoption of a City Council resolution authorizing the submission of the application. Resolution No. 22:049 has been drafted for this purpose. The language and format of the resolution are consistent with HCD's requirements.

On October 18, 2022, the City Council, in accordance with State law, opened and continued the public hearing for the item to the November 8, 2022 City Council meeting.

DESCRIPTION

HCD requires inclusion of a PLHA plan as an exhibit to the resolution. HCD requires that the draft PLHA plan be subjected to a public comment period and a public hearing. Accordingly, the draft plan (Exhibit "A") was prepared by staff and has been made available for public review for the required 10-day public comment period. The draft plan includes the following two proposed activities:

1. Rehabilitation and preservation of multifamily rental housing (50% allocation)
2. Assisting persons who are experiencing or at risk of homelessness (45% allocation; 5% administrative fees)

If approved by the City Council, the grant application and the adopted resolution including the PLHA plan, will be transmitted to HCD for final approval prior to the deadline. The City and HCD would then enter into a grant agreement for the two activities listed in the PLHA plan. The Resolution authorizes the City Manager to execute any documents related to the PLHA program, including the PLHA standard grant agreement.

PLHA funding will vary from year to year as the revenue is dependent on fluctuating real estate transactions. HCD estimates the City will receive allocations in the total estimated amount of \$2,626,182 over a five-year period ending in 2023. Because revenues for 2019/2020, 2020/2021, and 2021/2022 have not been collected, Paramount is eligible to receive \$438,197 for 2019/2020, \$681,094 for 2020/2021, and \$749,523 for 2021/2022 (actual amounts). Based on HCD's estimate, this would leave Paramount with \$760,368 for the subsequent timeframe.

HCD gives the flexibility to amend the PLHA plan. Changes can be made to the PLHA plan with proper notice to the community and approval by the City Council and HCD. Any changes to the funding allocation of approved activities that is less than 10 percent does not require HCD approval and can be approved administratively. However, if the City proposes changes greater than 10 percent to approved activities, or if new eligible activities (e.g., affordable housing development) are proposed, the City would be required to formally amend the PLHA plan. This entails the following steps: (1) soliciting public comments on the new draft PLHA plan; (2) City Council adoption of a new resolution including a new PLHA Plan at a public hearing; and (3) resubmission of the resolution including the new PLHA plan to HCD for final approval.

FISCAL IMPACT

None. However, upon HCD approval of the grant application, funding may be available as soon as February 2023. The Midyear Budget will be adjusted accordingly.

VISION, MISSION, VALUES AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines, and provide the framework for policy decisionmaking. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision of a city that is safe, healthy, and attractive. This item aligns with Strategic Outcome No. 1: Safe Community and No. 3: Economic Health.

RECOMMENDED ACTION

It is recommended that the City Council read by title only and adopt Resolution No. 22:049 authorizing the application for the Permanent Local Housing Allocation (PLHA) program with the California Department of Housing and Community Development for the timely submission of the application by the November 30, 2022 deadline and authorize the City Manager to execute the PLHA Program Application, grant agreement, and other related documents to the PLHA program.

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 22:049

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT
SETTING FORTH ITS FINDINGS OF FACT AND AUTHORIZING THE
APPLICATION AND ADOPTING THE PLAN FOR THE PERMANENT
LOCAL HOUSING ALLOCATION (PLHA) PROGRAM

WHEREAS, the Department is authorized to provide up to \$335 million under the SB 2 Permanent Local Housing Allocation Program Formula Component from the Building Homes and Jobs Trust Fund for assistance to Cities and Counties (as described in Health and Safety Code section 50470 et seq. (Chapter 364, Statutes of 2017 (SB 2)); and

WHEREAS the State of California (the "State"), Department of Housing and Community Development ("Department") issued a Notice of Funding Availability ("NOFA") dated 8/17/2022 under the Permanent Local Housing Allocation (PLHA) Program; and

WHEREAS the City of Paramount is an eligible Local government who has applied for program funds to administer one or more eligible activities, or a Local or Regional Housing Trust Fund to whom an eligible Local government delegated its PLHA formula allocation; and

WHEREAS the Department may approve funding allocations for PLHA Program, subject to the terms and conditions of the Guidelines, NOFA, Program requirements, the Standard Agreement, and other contracts between the Department and PLHA grant recipients;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PARAMOUNT AS FOLLOWS:

SECTION 1. The above recitations are true and correct.

SECTION 2. The City Council finds that it has conducted all of the proceedings necessary, including hearings, and in compliance with State Law and the Code of the City of Paramount.

SECTION 3. The City Council reasonably finds that the evidence presented does justify the granting of this app and the following conditions of approval:

1. If Applicant receives a grant of PLHA funds from the Department pursuant to the above referenced PLHA NOFA, it represents and certifies that it will use all such funds in a manner consistent and in compliance with all applicable state and federal statutes, rules, regulations, and laws, including without limitation all rules and laws regarding the PLHA Program, as well as any and all contracts Applicant may have with the Department.

2. Applicant is hereby authorized and directed to receive a PLHA grant, in an amount not to exceed the five-year estimate of the PLHA formula allocations (\$2,629,182), as stated in Appendix C of the current NOFA, in accordance with all applicable rules and laws.
3. Applicant hereby agrees to use the PLHA funds for eligible activities as approved by the Department and in accordance with all Program requirements, Guidelines, other rules and laws, as well as in a manner consistent and in compliance with the Standard Agreement and other contracts between the Applicant and the Department.
4. Pursuant to Section 302(c)(4) of the Guidelines, Applicant's PLHA Plan for the 2019-2023 Allocations is attached to this resolution as Exhibit A, and Applicant hereby adopts this PLHA Plan and certifies compliance with all public notice, public comment, and public hearing requirements in accordance with the Guidelines.
5. Pursuant to Applicant's certification in this resolution, the PLHA funds will be expended only for eligible Activities and consistent with all program requirements.
6. Applicant certifies that, if funds are used for the acquisition, construction or rehabilitation of for-sale housing projects or units within for-sale housing projects, the grantee shall record a deed restriction against the property that will ensure compliance with one of the requirements stated in Guidelines Section 302(c)(6)(A),(B) and (C).
7. Applicant certifies that, if funds are used for the development of an Affordable Rental Housing Development, the Local government shall make PLHA assistance in the form of a low-interest, deferred loan to the Sponsor of the Project, and such loan shall be evidenced through a Promissory Note secured by a Deed of Trust and a Regulatory Agreement shall restrict occupancy and rents in accordance with a Local government-approved underwriting of the Project for a term of at least 55 years.
8. Applicant shall be subject to the terms and conditions as specified in the Standard Agreement, the PLHA Program Guidelines and any other applicable SB 2 Guidelines published by the Department.
9. The City Manager of the City of Paramount is authorized to execute the PLHA Program Application, the PLHA Standard Agreement and any subsequent amendments or modifications thereto, as well as any other documents which are related to the program or the PLHA grant awarded to Applicant, as the Department may deem appropriate.

SECTION 4. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 8th day of November 2022.

Vilma Cuellar Stallings, Mayor

ATTEST:

Heidi Luce, City Clerk

EXHIBIT A

§302(c)(4) Plan

Rev. 2/16/22

§302(c)(4)(A) Describe the manner in which allocated funds will be used for eligible activities.
 The City of Paramount (City) plans on utilizing its allocated PLHA funds for the following two activities:
 * Activity #1: The rehabilitation and preservation of multifamily rental housing; and
 * Activity #6: Assisting persons who are experiencing or at risk of homelessness with rental assistance.

§302(c)(4)(B) Provide a description of the way the Local government will prioritize investments that increase the supply of housing for households with incomes at or below 60 percent of Area Median Income (AMI).
 The City's PLHA funds for Activity #1 will provide rehabilitated/preserved rental housing for households with incomes at or below 80% of AMI. The City's PLHA funds for Activity #2 will focus on households or individuals earning 30% of AMI or less.

§302(c)(4)(C) Provide a description of how the Plan is consistent with the programs set forth in the Local Government's Housing Element.
 The Plan is consistent with the following programs identified in the City's Housing Element:
 Activity #1: Program 1: Affordable Housing Incentives states, "Actively support efforts to secure State, federal, and private funding sources as a means of leveraging local funds and maximizing assistance"; and
 #6: Program 12's Homeless Plan states, "Pursuit of funding for grants and other financial support to implement the Plan to Prevent and Combat Homelessness."
 * Activity

Activities Detail (Activities Detail (Must Make a Selection on Formula Allocation Application worksheet under Eligible Activities, §301))

§301(a)(1) The predevelopment, development, acquisition, rehabilitation, and preservation of multifamily, residential live-work, rental housing that is affordable to extremely low-, very low-, low-, or moderate-income households, including necessary Operating subsidies.

§302(c)(4)(E)(i) Provide a detailed and complete description of how allocated funds will be used for each proposed Affordable Rental Housing Activity.
 The City's proposed rental housing preservation program includes the following:
 1. Vet the owner of the rental housing property and verify the tenant household income;
 2. Analyze rehabilitation feasibility and scope of work, then bid packages are reviewed and submitted to the property owner;
 3. Program consultant will select projects and draft contract for the approved rehabilitation; and
 4. Construction phase for each project begins, with payment requests collected along the process; and
 the job is complete, a notice of completion is prepared and completed. 5. Once

Complete the table below for each proposed Affordable Rental Housing Activity to be funded with 2019-2023 PLHA allocations. If a single Activity will be assisting households at more than one level of Area Median Income, please list the Activity as many times as needed to capture all of the AMI levels that will be assisted, but only show the percentage of annual funding allocated to the Activity one time (to avoid double counting).

Funding Allocation Year	2019	2020	2021	2022	2023										
§302(c)(4)(E)(i) Percentage of Funds Allocated for the Proposed Affordable Rental Housing Activity	50.0%	50.0%	50.0%	50.0%	50.0%										
§302(c)(4)(E)(ii) Area Median Income Level Served	80%	80%	80%	80%	80%										TOTAL
§302(c)(4)(E)(ii) Unmet share of the RHNA at the AMI Level Note: complete for years 2019, 2020, 2021 only	2	2	3	N/A	N/A										7
§302(c)(4)(E)(ii) Projected Number of Households Served	8	14	16	16	16										70
§302(c)(4)(E)(iv) Period of Affordability for the Proposed Affordable Rental Housing Activity (55 years required for rental housing projects)	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	55 Years	

§302(c)(4)(E)(iii) A description of major steps/actions and a proposed schedule for the implementation and completion of the Activity.

The first step, after award of PLHA funds, would select a Program Coordinator. The Program Coordinator will draft the proposed multi-family rehabilitation program and outreach to City residents.

§301(a)(6) Assisting persons who are experiencing or At risk of homelessness, including, but not limited to, providing rapid rehousing, rental assistance, supportive/case management services that allow people to obtain and retain housing, operating and capital costs for navigation centers and emergency shelters, and the new construction, rehabilitation, and preservation of permanent and transitional housing.

§302(c)(4)(E)(i) Provide a detailed and complete description of how allocated funds will be used for the proposed Activity.

The City plans to utilize 45% of their PLHA allocation to provide specialty navigation services to those experiencing homelessness or at risk of homelessness and determine appropriate resources, such as shelter, living expenses, move-in assistance, motel/hotel stays, etc.

Complete the table below for each proposed Activity to be funded with 2019-2023 PLHA allocations. If a single Activity will be assisting households at more than one level of Area Median Income, please list the Activity as many times as needed to capture all of the AMI levels that will be assisted, but only show the percentage of annual funding allocated to the Activity one time (to avoid double counting).

Funding Allocation Year	2019	2020	2021	2022	2023										
Type of Activity for Persons Experiencing or At Risk of Homelessness	Rental Assistance (term of six months)	Rental Assistance (term of six months)	Rental Assistance (term of six months)	Rental Assistance (term of six months)	Rental Assistance (term of six months)										
§302(c)(4)(E)(i) Percentage of Funds Allocated for the Proposed Activity	45.00%	45.00%	45.00%	45.00%	45.00%										
§302(c)(4)(E)(ii) Area Median Income Level Served	30%	30%	30%	30%	30%										TOTAL
§302(c)(4)(E)(ii) Unmet share of the RHNA at AMI Level Note: complete for years 2019, 2020, 2021 only	N/A	N/A	N/A	N/A	N/A										0
§302(c)(4)(E)(ii) Projected Number of Households Served	N/A	N/A	N/A	N/A	N/A										0
§302(c)(4)(E)(iv) Period of Affordability for the Proposed Activity (55 years required for rental housing projects)	N/A	N/A	N/A	N/A	N/A										

§302(c)(4)(E)(iii) A description of major steps/actions and a proposed schedule for the implementation and completion of the Activity.

Upon award of PLHA funds, the City will procure a homeless services provider to implement the homeless service navigation scope of work.

NOVEMBER 8, 2022

ORAL REPORT

SU CASA ENDING DOMESTIC VIOLENCE



To: Honorable City Council
From: John Moreno, City Manager
By: David Johnson, Community Services Director
Date: November 8, 2022

Subject: ORAL REPORT - SU CASA ENDING DOMESTIC VIOLENCE

Su Casa has a small facility and was not able to host an in-person tour when the City Council toured the various social service organizations. This presentation will provide a photo tour of Su Casa's facility, along with a review of programs and services offered at their site.

NOVEMBER 8, 2022

ORAL REPORT

SOUTHERN CALIFORNIA EDISON 2022 ANNUAL LOCAL RELIABILITY
REPORT



To: Honorable City Council
From: John Moreno, City Manager
By: Heidi Luce, City Clerk
Date: November 8, 2022

Subject: ORAL REPORT – SOUTHERN CALIFORNIA EDISON 2022 ANNUAL LOCAL RELIABILITY REPORT

Francisco Martinez with Southern California Edison will present the SCE 2022 Annual Local Reliability Report for the City of Paramount. The report will include the following information:

- Overview of SCE and current initiatives
- Four-year reliability history (2018-2021) of the electrical circuits in Paramount
- Causes of repair outages in Paramount
- Maps showing the electrical circuits serving Paramount and SCE's capital improvements in Paramount.

NOVEMBER 8, 2022

PUBLIC HEARING

ORDINANCE NO. 1166

“AN ORDINANCE OF THE CITY COUNCIL OF CITY OF PARAMOUNT AMENDING ORDINANCE NO. 178, THE COMPREHENSIVE ZONING ORDINANCE, APPROVING ZONE CHANGE NO. 241, A REQUEST BY ADAM LENTZ/MADISON CAPITAL GROUP MANAGEMENT, LLC TO CHANGE THE OFFICIAL ZONING MAP OF THE CITY OF PARAMOUNT FROM M-2 (HEAVY MANUFACTURING) TO PD-PS (PLANNED DEVELOPMENT WITH PERFORMANCE STANDARS) TO ALLOW A 104, 630 SQUARE FOOT SELF-STORAGE FACILITY AT 15932-15942 MINNESOTA AVENUE IN THE CITY OF PARAMOUNT”

- A. HEAR STAFF REPORT.
- B. OPEN THE PUBLIC HEARING.
- C. HEAR TESTIMONY IN THE FOLLOWING ORDER:
 - (1) THOSE IN FAVOR
 - (2) THOSE OPPOSED
 - (3) REBUTTAL BY THE APPLICANT
- D. MOTION TO CLOSE THE PUBLIC HEARING.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[] APPROVED	ABSENT: _____
[] DENIED	ABSTAIN: _____

E. ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM RELATIVE TO ZONE CHANGE NO. 241.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[] APPROVED	ABSENT: _____
[] DENIED	ABSTAIN: _____

F. MOTION IN ORDER:

READ BY TITLE ONLY, WAIVE FURTHER READING, INTRODUCE ORDINANCE NO. 1166, AND PLACE IT ON THE NEXT REGULAR AGENDA FOR ADOPTION

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[] APPROVED	ABSENT: _____
[] DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: John Carver, Planning Director
John King, Assistant Planning Director,
AICP
Date: November 8, 2022

**Subject: ORDINANCE NO. 1166/ZONE CHANGE NO. 241
15932-15942 MINNESOTA AVENUE**

BACKGROUND

Request

This item is a request by Adam Lentz/Madison Capital Group Management, LLC to change the official Zoning Map from M-2 (Heavy Manufacturing) to PD-PS (Planned Development with Performance Standards) at 15932-15942 Minnesota Avenue to allow a 104,630 square foot self-storage facility. The proposed zone change is included with the draft ordinance as Exhibit A. The Development Review Board approved the construction of the self-storage project separately under Development Review Application No. 22:005 on October 11, 2022.

Zone changes are processed in compliance with State law and Chapter 17.52 of the Paramount Municipal Code. The Planning Commission reviewed the proposed zone change with a public hearing on October 11, 2022 and unanimously recommended approval. Also on October 11, 2022, the Development Review Board approved the construction of the self-storage project under Development Review Application No. 22:005 pending City Council approval of the proposed zone change.

The applicant is a full-service real estate investment firm focused on the acquisition and development of multifamily and self-storage projects throughout the United States. Since 2009, Madison Capital Group has acquired and developed over 60 self-storage facilities, with a total investment of over \$1 billion. Go Store It operates 3.6 million square feet of storage.

Site Description

Four properties comprise the 32,000 square foot (0.73-acre) site, which is on the east side of Minnesota Avenue, approximately 300 feet south of Alondra Boulevard, and approximately 100 feet north of Monroe Street. The site is developed with eight metal warehouse buildings constructed in 1956/1957 and totaling approximately 12,580 square feet of floor area. The buildings have been occupied by multiple light industrial and

warehousing small businesses through the decades, but they have been vacant in recent years and are in an extremely blighted condition.

Businesses surrounding the subject property are CMJ Brother's (storage/warehouse for petroleum products and automotive parts) to the north, Appliance Leader Corp. (appliance wholesale) to the south, and various light industrial businesses to the east and west.

DISCUSSION

Project Description

The applicant is proposing to develop a 104,630 square foot five-story self-storage building with a predominant height of 55 feet. Two decorative corner towers and arches have a proposed peak height of 62 feet. As comparison, the StorQuest self-storage building (7540 Rosecrans Avenue) completed in June 2019 is four stories and 47 feet in height. The Zoning Ordinance allows for a maximum building height of 55 feet for the surrounding parcels – zoned M-1 (Light Manufacturing) to the north and M-2 on all other sides. The limited additional height allows for a variation in building form that softens the appearance without disrupting surrounding properties.

Below is a summary of the proposed space within the 104,630 square foot building:

Floor	Floor Area (Square Feet)	No. of Storage Units
1	17,400	93
2	21,000	161
3	22,610	188
4	22,610	221
5	21,010	201
TOTAL	104,630	864

The 17,400 square feet on the ground level includes a proposed 750 square foot office area. The unit sizes range from 25 to 300 square feet.

A total of 10 parking stalls, a ratio similar to other storage facilities in the City, and three loading bays will be provided for the project. Access to the project will be from two 28-foot-wide driveways from Minnesota Avenue. A 10-foot-deep landscaped front setback will be provided.

The architecture of the development is consistent with the City's design requirements, and will feature materials such as a stucco exterior, multilevel roof lines with corner accents, metal panels, clear glazing, and clear anodized aluminum storefront with display windows. A painted wall mural is proposed for most of the upper floor and accent areas facing Minnesota Avenue and portions of the south-facing side of the building.

Operations

The storage building and leasing office will be staffed from 8:00 a.m. to 6:30 p.m. on all days of the week. Customers will be able to access storage suites by phone app and/or keypad 5:00 a.m. to 10:00 p.m. The proposed storage building will employ up to three employees with no more than two onsite employees at any given time.

Each of the five floors and the entryway of the building will be alarmed. The entire facility will be monitored by 24-hour surveillance cameras, including at least eight cameras on the exterior, two cameras in the office, and a minimum of six cameras per floor in the storage areas.

Self-storage facilities are largely devoid of nuisance factors, such as noise and heavy truck traffic that are associated with uses in industrial zones. Due to the lack of nuisance factors, self-storage facilities typically integrate well. To further ensure integration of the proposed storage facility into the surrounding area, the following operational conditions are included in the draft zone change ordinance:

1. Vehicle storage. Truck and/or van storage is prohibited at all times. All other vehicle storage is prohibited overnight.
2. Housing. Any type of residence or caretaker unit is prohibited.
3. Hazardous materials. Hazardous materials are prohibited at the storage facility.
4. Customer businesses. The facility may be utilized for storage purposes only. Subleasing of or operating businesses from storage units is prohibited.
5. Noise. Any building equipment, such as air conditioning devices, must comply with the City's noise ordinance.

Community Benefits Agreement

A Community Benefits Agreement is a tool that establishes and implements the provision of community benefits to the immediate and greater Paramount community. In exchange for approval of a project that benefits a private investor, an applicant may opt to share economic benefits with the community-at-large.

Changing a zone to accommodate the proposed business is a complex endeavor. For a small jurisdiction with limited resources, the analysis of the zone change in a compressed timeframe has required the dedication of hours of staff time. In the case of the present self-storage proposal which is not listed as a permitted use in the M-2 zone, an approval grants the applicant the authorization to construct and operate a self-storage business. This business type is known as a high income generator for a developer, but as it is mostly a service-based business, the City will only receive minimum sales tax proceeds from the sale of accessories such as boxes and packing supplies.

As such, the City and the applicant have negotiated and agreed upon a Community Benefits Agreement with a one-time payment of \$200,000 from the applicant to the City. Although the details of the agreement are pending, the applicant has agreed in principle, and on October 11, 2022 the Development Review Board approved the Development Review Application with a condition of approval regarding the agreement. The City Council will approve the Community Benefits Agreement at a later date and determine the expenditure of the \$200,000.

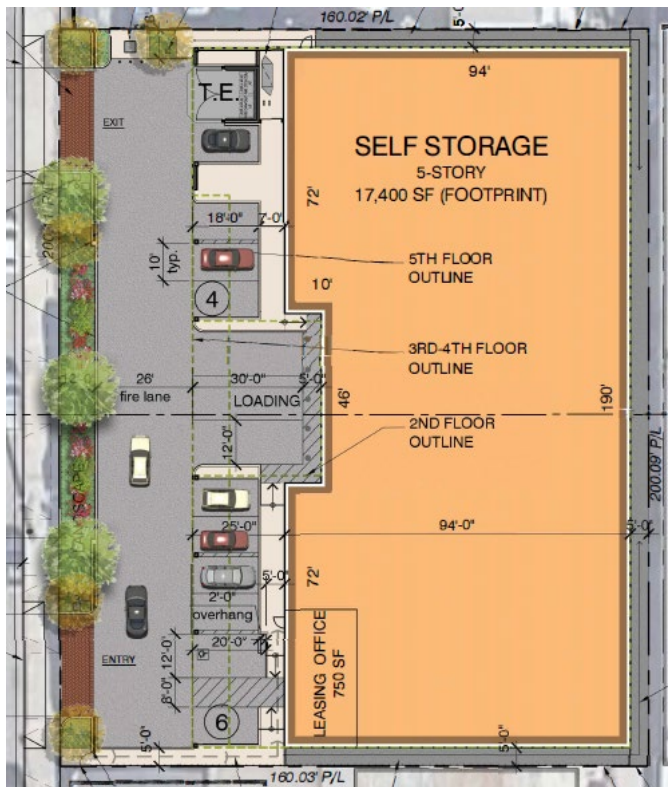
Photo

Below is a view eastward of the subject site:



Plans

Below are the site plan and elevations:





Summary

Given the low level of activity generated by self-storage facilities, the proposed project will not be out of character with or be detrimental to the surrounding uses. The proposed zone change will allow for the development of a storage facility that provides a significant physical and aesthetic improvement to the project site which is currently in an extremely blighted state. The design of the project will incorporate the City's architectural requirements and will integrate well with the surrounding uses. The Community Benefits Agreement will assure the Paramount community that the applicant is cooperative and willing to share in the long-term business investment.

Changing the zoning classification from M-2 to PD-PS removes the possibility of a heavy industrial business or a warehouse with extensive truck deliveries operating from the location. In the months when the property owner solicited offers from prospective buyers, the Planning Department fielded inquiries that included proposals from such heavy industry. A self-storage facility is a "lighter" type of business with far less of an impact on City infrastructure, neighboring property owners and tenants, and the environment. Amending the Zoning Map zone for the subject site ensures the minimally impactful business model of a self-storage business with a sensible location to the immediate south of an M-1-zoned property. Finally, the proposed zone change safeguards the surrounding community from heavier industrial options.

The proposed self-storage facility will be an aesthetic improvement to this area of the City, and the facility is consistent with the City's industrial development goals and policies. The project will not be out of character with the General Plan, which the City Council most recently updated in 2007. The project will integrate well with the surrounding industrial neighborhood in the Central Industrial District, which is the Land Use Designation of the General Plan Land Use Element.

Environmental Assessment

CAJA Environmental Services, LLC, an environmental planning firm, prepared an Initial Study in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines to determine whether the project would have a significant impact on the environment. The Initial Study evaluated required environmental criteria such as aesthetics, air quality, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, noise, transportation, and utilities. The Initial Study determined that the project would not result in any significant impacts on the environment, and a Mitigated Negative Declaration is recommended for project adoption. The Planning Commission recommended that the City Council adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program relative to the project zone change.

The Initial Study/Mitigated Negative Declaration document is included as Attachment A.

Mitigation measures have been identified in the Initial Study/Mitigated Negative Declaration to ensure that the Project's environmental impacts would be less than significant. Cultural resources, geology and soils, and tribal cultural resources are the issue areas with mitigation measures, and a Mitigation Monitoring Program is recommended for adoption.

FISCAL IMPACT

None.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines; and provide the framework for policy decisionmaking. The Strategic Outcomes were implemented to provide a pathway to achieving the Vision of a city that is safe, healthy, and attractive. This item aligns with Strategic Outcomes No. 1: Safe Community; No. 3: Economic Health; and No. 4: Environmental Health.

RECOMMENDED ACTION

It is recommended that the City Council:

1. Adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program relative to Zone Change No. 241; and
2. Read by title only, waive further reading, introduce Ordinance No. 1166, and place it on the next regular agenda for adoption.

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

ORDINANCE NO. 1166

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT AMENDING ORDINANCE NO. 178, THE COMPREHENSIVE ZONING ORDINANCE, APPROVING ZONE CHANGE NO. 241, A REQUEST BY ADAM LENTZ/MADISON CAPITAL GROUP MANAGEMENT, LLC TO CHANGE THE OFFICIAL ZONING MAP OF THE CITY OF PARAMOUNT FROM M-2 (HEAVY MANUFACTURING) TO PD-PS (PLANNED DEVELOPMENT WITH PERFORMANCE STANDARDS) TO ALLOW A 104,630 SQUARE FOOT SELF-STORAGE FACILITY AT 15932-15942 MINNESOTA AVENUE IN THE CITY OF PARAMOUNT

THE CITY COUNCIL OF THE CITY OF PARAMOUNT DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Purpose and Findings. The City Council finds and declares as follows:

WHEREAS, California Constitution Article XI, Section 7, enables the City of Paramount (“the City”) to enact local planning and land use regulations; and

WHEREAS, the authority to adopt and enforce zoning regulations, including the location and boundaries of the various zones shown and delineated on the Official Zoning Map of the City, is an exercise of the City’s police power to protect the public health, safety, and welfare; and

WHEREAS, the City desires to ensure that development occurs in a prudently effective manner, consistent with the goals and objectives of the General Plan as updated and adopted by the City Council on August 7, 2007 and reasonable land use planning principles; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 11, 2022 at which time it considered all evidence presented, both written and oral, and at the end of the hearing voted to adopt Resolution No. PC 22:022, recommending that the City Council adopt this Ordinance; and

WHEREAS, the City Council held a duly noticed public hearing on this Ordinance on November 8, 2022, at which time it considered all evidence presented, both written and oral.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PARAMOUNT DOES ORDAIN AS FOLLOWS:

SECTION 2. The official Zoning Map of the City of Paramount adopted by Ordinance No. 178 on February 20, 1962 is amended as shown on the map attached hereto, marked "Exhibit A", to be zoned PD-PS (Planned Development with Performance Standards). Said change shall be made on the official Zoning Map of the City of Paramount

Said zone change shall be subject to the following conditions:

Permitted Uses:

The following use shall be permitted in this PD-PS zone:

1. Self-storage facilities.
2. Sales of small accessories, such as cardboard boxes and locks, by the storage facility owner or manager from the interior of the building.

Prohibited Uses:

The following uses shall be prohibited in this PD-PS zone:

1. Vehicle storage. Truck and/or van storage is prohibited at all times. All other vehicle storage is prohibited overnight.
2. Housing. Any type of residence or caretaker unit is prohibited.
3. Customer businesses. Subleasing of or operating businesses from storage units is prohibited.
4. Recreational vehicles. The outdoor parking or outdoor storage of any recreational vehicle shall not be allowed. Such recreational vehicles shall include, but are not limited to motorhomes, boats, travel trailers, and transport trailers.

Performance Standards:

1. Vehicle repair. The maintenance, repair, or dismantling of any vehicle within the PD-PS (Planned Development with Performance Standards) zone is prohibited.
2. Vehicle parking. The parking of any vehicle in any area of any lot, other than designated parking stalls and loading areas, is prohibited.
3. Satellite dish. The installation of a satellite dish shall be on the rooftop or otherwise concealed from public view.
4. Pole/antennae. Any wireless telecommunications equipment shall be reviewed and approved by the Development Review Board.

5. Trash/recyclables. Trash, recyclables, organic waste, or other waste shall be disposed of in the designated trash enclosure.
6. Storage enclosed. All property being stored at the storage facility must be kept entirely within enclosed buildings.
7. Storage restrictions. The storage or accumulation of trash, manure, and other offensive or noxious materials in a self-storage unit or any other location is specifically prohibited.
8. Hazardous materials. Hazardous materials are prohibited at the storage facility.
9. Noise. Any building equipment, such as air conditioning devices, must comply with the Paramount Noise Ordinance. To limit the effects of noise pollution in the area, metal roll-up storage unit doors shall be properly maintained and lubricated on a monthly basis at minimum.
10. Modifications. Alterations or modifications to the exterior of the building, fences, railings, walls, or other improvements constructed on the property, or changes to the grade or drainage pattern of the property, are prohibited without the prior consent of the Planning Director.

Development Standards:

1. Setbacks. Building setbacks are to be as shown on the submitted site plan and made by reference a part of this zone change.
2. Parking. Parking shall be provided as shown on the submitted site plan and made by reference a part of this zone change.
3. Driveways. The driveways shall not be widened.
4. Signage. All signs on the exterior of the building shall comply with Central Business District sign regulations.
5. Fences, etc. No fence or hedge exceeding 42 inches in height shall be erected or permitted in the front setback area on any lot. No chain link fences are permitted.
6. Security bars. No wrought iron, metal, steel, etc. burglar bars shall be installed on exterior of any window. All exterior doors must be able to open without special knowledge or tools.
7. Security wire. 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.

8. Tarps. The use of tarps is prohibited in front setbacks, side setbacks, rear yard areas, over driveways, and in parking and circulation areas.
9. Landscaping/irrigation. Landscaping and irrigation shall comply with Chapter 17.96 (Water-Efficient Landscape Provisions) of the Paramount Municipal Code.
10. Development Review. All conditions of Development Review Application No. 22:005 are applicable unless superseded by relevant changes to the Paramount Municipal Code.

Compliance with Chapter 17.72 (PD-PS, Planned Development with Performance Standards Zone) of the Paramount Municipal Code.

This zone change case shall comply with all conditions set forth in Chapter 17.72 (PD-PS, Planned Development with Performance Standards Zone) of the Paramount Municipal Code zone, Section 17.72.010 to 17.72.210, inclusive.

SECTION 3. California Environmental Quality Act (CEQA). The City Council hereby adopts a Mitigated Negative Declaration and Mitigation Monitoring Program relative to Ordinance No. 1166 for Zone Change No. 241 in accordance with the provisions of the California Environmental Quality Act (CEQA).

SECTION 4. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 5. This Ordinance shall be certified as to its adoption by the City Clerk and shall be published once in the Paramount Journal within 15 days after its adoption together with the names and members of the City Council voting for and against the Ordinance.

SECTION 6. This Ordinance shall take effect thirty (30) days after its adoption. The City Clerk or duly appointed deputy shall certify to the adoption of this Ordinance to be published as required by law.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this __ day of ____ 2022.

Vilma Cuellar Stallings, Mayor

Attest:



Heidi Luce, City Clerk

EXHIBIT A

Ordinance No. 1166/Zone Change No. 241

Existing Zoning






-  M-1 (Light Manufacturing)
-  M-2 (Heavy Manufacturing)

15932-15942 Minnesota Ave.

Ordinance No. 1166/Zone Change No. 241

Proposed Zoning





-  M-1 (Light Manufacturing)
-  M-2 (Heavy Manufacturing)
-  PD-PS (Planned Development with Performance Standards)

15932-15942 Minnesota Ave.

Ordinance No. 1166/Zone Change No. 241 Land Use




-  Single-Family Residential
-  Industrial

15932-15942 Minnesota Ave.

Ordinance No. 1166/Zone Change No. 241 General Plan Land Use Designation



 Central Industrial District

15932-15942 Minnesota Ave.

ATTACHMENT A

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

**GO STORE IT SELF-STORAGE
15932 MINNESOTA AVENUE
CITY OF PARAMOUNT**

Zone Change, Development Review, and Merger of Parcels



LEAD AGENCY:

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

REPORT PREPARED BY:

**CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311**

September 2022

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from the construction and operation of the proposed Go Store It Self-Storage (Project). The Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Paramount (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project would not result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration (IS/MND) is intended as informational documentation and is ultimately required to be adopted by the decision-maker prior to Project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes: (1) to inform government decision-makers and the public about the potentially significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of mitigation measures or feasible alternatives¹; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An application for the Project has been submitted to the City’s Planning Department for discretionary review. The Planning Department, as the Lead Agency, has determined that the Project is subject to CEQA, and the preparation of an IS/MND is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a potentially significant effect on the environment, an Environmental Impact Report should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This IS/MND has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

¹ *Project Alternatives are only required in an EIR.*

1.2. ORGANIZATION OF THE IS/MND

This IS/MND is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies environmental issues addressed in the Initial Study, and includes a determination of whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including Project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and a discussion of the environmental factors that would be potentially affected by the Project.

5 PREPARES AND PERSONS CONSULTED

Identifies the Lead Agency, Project Applicant, and others involved in the preparation of the Initial Study.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	GO STORE IT SELF-STORAGE
ENTITLEMENTS	DEVELOPMENT REVIEW ZONE CHANGE MERGER OF PARCELS

PROJECT LOCATION	15932-15942 MINNESOTA AVENUE PARAMOUNT, CA 90723
-------------------------	---

LEAD AGENCY	CITY OF PARAMOUNT
STAFF CONTACT	JOHN KING
ADDRESS	16400 COLORADO BOULEVARD PARAMOUNT, CA 90723
PHONE NUMBER	562-220-2036
EMAIL	JKING@PARAMOUNTCITY.COM

APPLICANT	MADISON CAPITAL GROUP MANAGEMENT, LLC
ADDRESS	450 NEWPORT CENTER DRIVE, SUITE 250 NEWPORT BEACH, CA 92660
PHONE NUMBER	310-367-9905

PROJECT DESCRIPTION SUMMARY

The proposed development includes the demolition and removal of the existing 12,850 square feet of industrial/manufacturing buildings from the property located at 15932-15942 Minnesota Avenue (Project Site) and the development of the Project Site with a 104,630-square-foot self-storage building, inclusive of a 750-square-foot ancillary leasing office (Project). The building would be five stories tall, reaching a maximum height of 55 feet. The building would be staffed with a peak of approximately three employees from 8:00 AM to 6:30 PM with customer access available from 5:00 A.M. to 10:00 P.M., seven days a week.

(For additional detail, see “Section 3 PROJECT DESCRIPTION.”)

ENVIRONMENTAL SETTING

The 0.74-acre (32,022-square-foot) Project Site is located at 15932-15942 Minnesota Avenue in the City and comprises assessor parcel numbers (APNs) 7012-013-017, -018, -019, and -020. The Project Site is located in the southcentral portion of the City and is bounded by Minnesota Avenue on the west and warehouse uses on the north, east, and south. Regional access to the site is provided via Interstate 710 located approximately 1.25 miles to the west, Interstate 105 located approximately 1.5 miles to the north, and State Route 91 located approximately 1.0 miles to the south. The Project Site is currently developed with 12,850 square feet of industrial/manufacturing uses. The area surrounding the Project Site is largely developed with other existing industrial/manufacturing/warehouse uses. The Project Site is zoned M-2 (Heavy Manufacturing) and has a land use designation of Area Plan: Central Industrial District.

(For additional detail, see “Section 3 PROJECT DESCRIPTION.”)

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

PRINTED NAME	TITLE
--------------	-------

SIGNATURE	DATE
-----------	------

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 ENVIRONMENTAL SETTING

The 0.74-acre (32,022-square-foot) Project Site is located at 15932-15942 Minnesota Avenue in the City and comprises assessor parcel numbers (APNs) 7012-013-017, -018, -019, and -020. The Project Site is located in the southcentral portion of the City and is bounded by Minnesota Avenue on the west and warehouse uses on the north, east, and south. The Project Site location is shown in Figures 3-1 and 3-2. Regional access to the site is provided via Interstate 710 located approximately 1.25 miles to the west, Interstate 105 located approximately 1.5 miles to the north, and State Route 91 located approximately 1.0 miles to the south. The Project Site is currently developed with 12,850 square feet of industrial/manufacturing uses. The area surrounding the Project Site is largely developed with other existing industrial/manufacturing/warehouse uses. The Project Site is zoned M-2 (Heavy Manufacturing) and has a land use designation of Area Plan: Central Industrial District.

3.2 DESCRIPTION OF PROJECT

3.3.1 Project Overview


The Project includes the demolition and removal of the existing 12,850 square feet of industrial/manufacturing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building, inclusive of a 750-square-foot ancillary leasing office. The building would be five stories tall, reaching a maximum height of 55 feet. The building would be staffed with a peak of approximately three employees from 8:00 AM to 6:30 PM with customer access available from 5:00 AM to 10:00 PM, seven days a week. Project plans are shown in Figures 3-3 through 3-9.

3.3.2 Access and Circulation

Vehicular access to the Project Site would be provided by two new 28-foot-wide driveways on Minnesota Avenue. The new driveways would be shifted north and south from the location of the existing driveway and located at the northwest and southwest corners of the Project Site. The southerly Project driveway would be restricted to left-/right-turns inbound only (i.e., ingress-only movement), and the northerly Project driveway would be restricted to left-/right-turns outbound (i.e., egress-only movement). Within the Project Site, vehicle circulation would be accommodated by the drive aisle situated in a north-south alignment to provide adequate space for the circulation of inbound and outbound vehicles during loading and unloading operations.



Legend

 Project Site

Source: Google Maps 2022.

Figure 3-1
Regional Location Map



Legend



Project Site

Source: Google Maps 2022.

Figure 3-2
Aerial of the Project Site

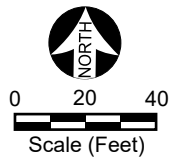
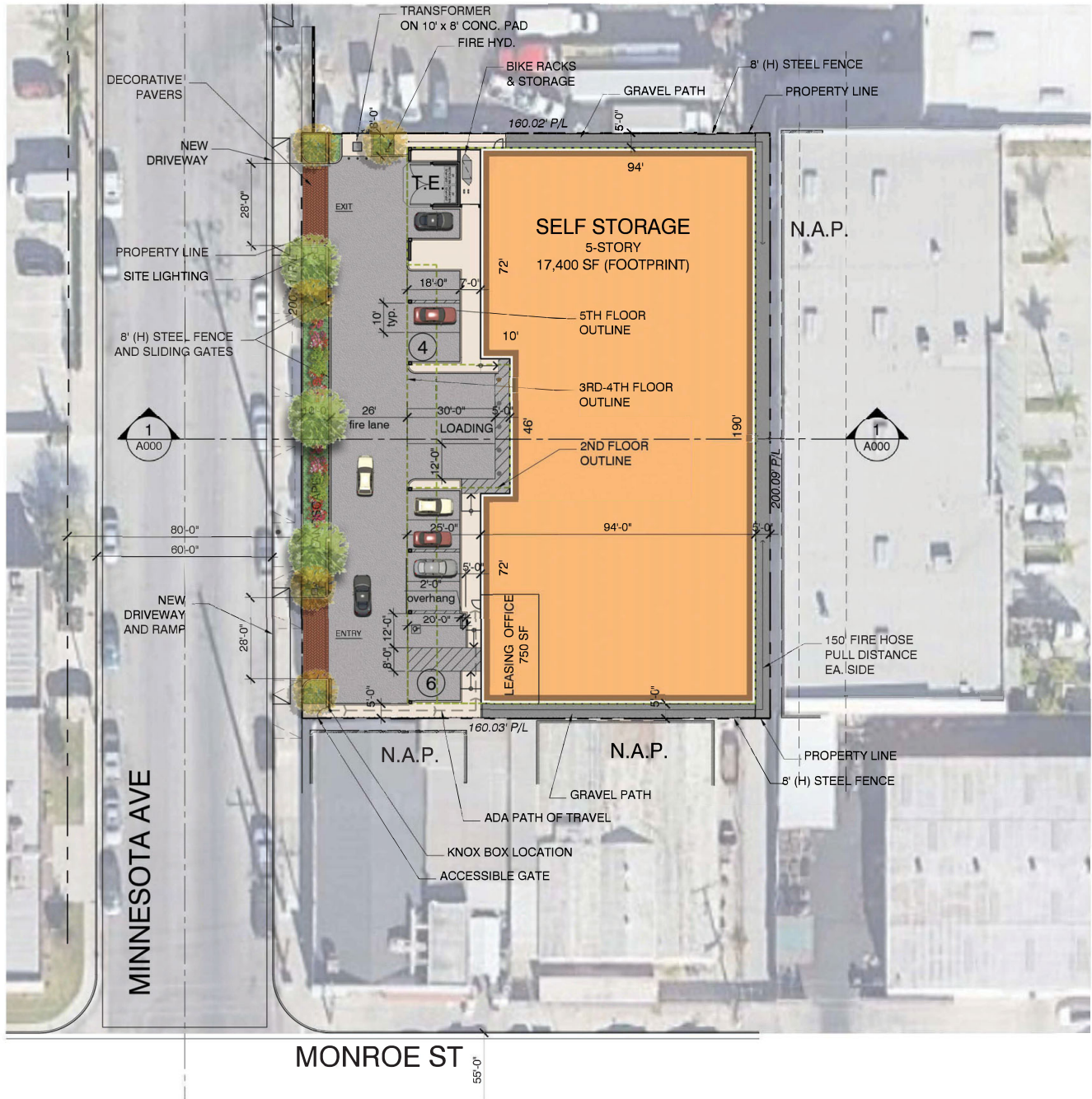


Figure 3-3
Project Site Plan



Figure 3-4
First Floor Plan

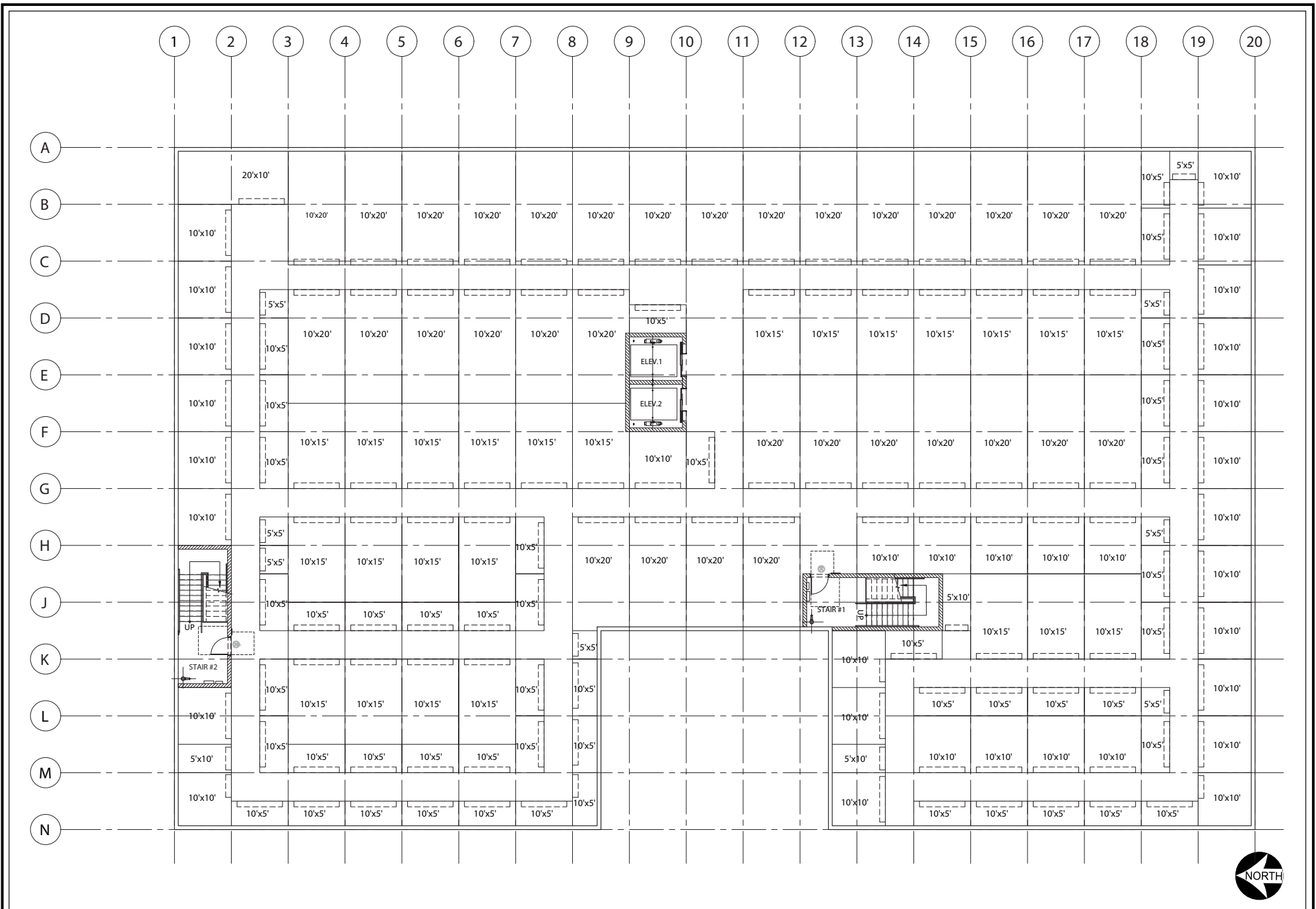


Figure 3-5
Second Floor Plan



Figure 3-6
Third Floor Plan



Figure 3-7
Fourth Floor Plan

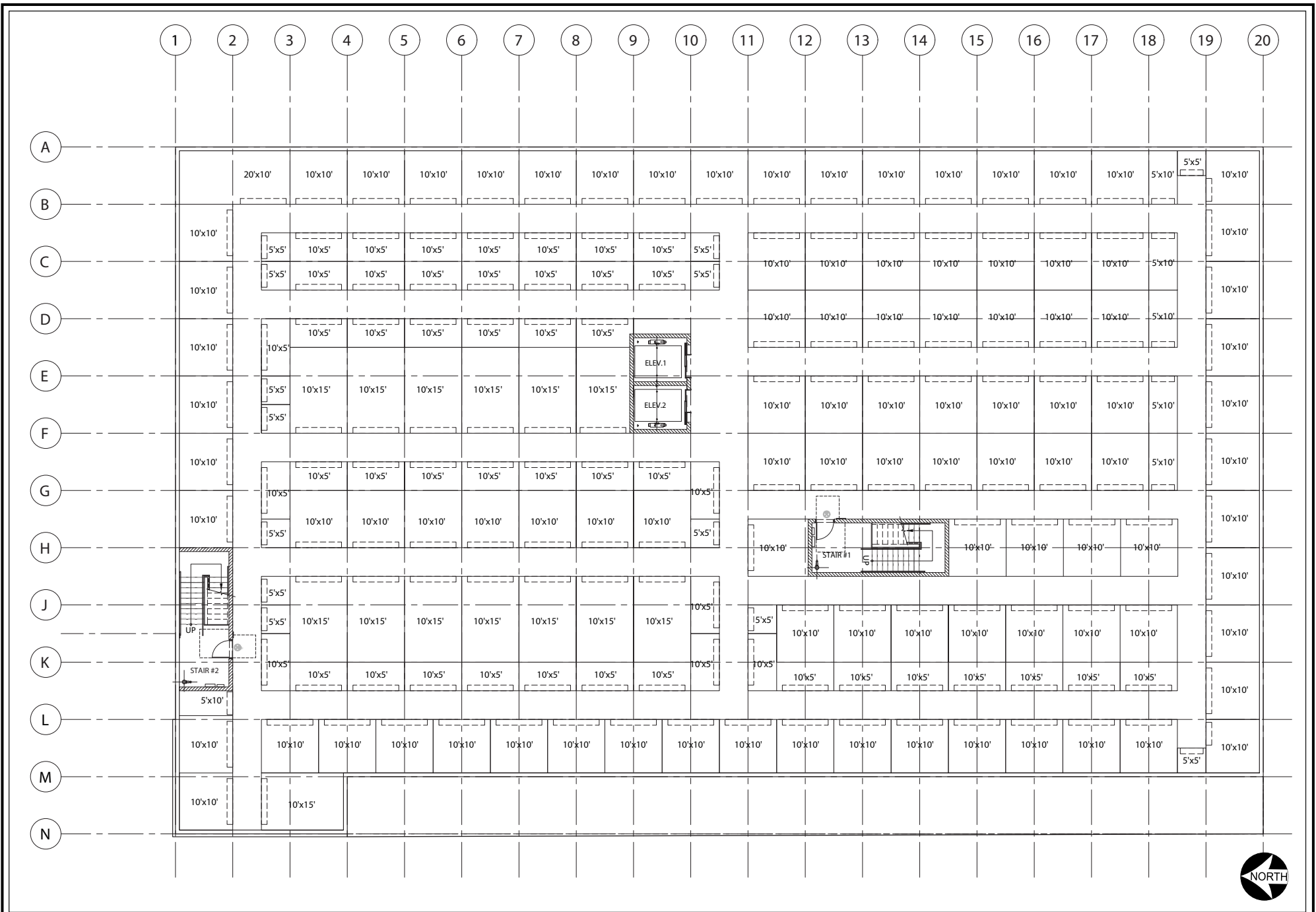


Figure 3-8
Fifth Floor Plan



NORTH ELEVATION



WEST ELEVATION



KEY PLAN



SOUTH ELEVATION



EAST ELEVATION

3.3.3 Parking

The City of Paramount Municipal Code (CPMC) does not currently specify off-street parking and loading requirements for self-storage facilities located within the Planned Development with Performance Standards (PD-PS) zone. The Code (Section 17.44.460, Number of Off-Street Parking Spaces Required) specifies the following guidance when parking requirements are not specified for a certain use:

The parking requirements for a use not specifically named in this section shall be determined by the Planning Commission in the manner set forth in Section 17.44.040 and such determination shall be based upon the requirements for the most comparable use specified herein. (Ord. 1152 § 4, 2021; prior code § 44-130).

Based on a parking study prepared for the Project (refer to Appendix I), the Project would include a total of 13 parking spaces, including 3 loading spaces on-site. The parking spaces would be provided within a surface parking area located near the western portion of the Project Site. The 3 loading spaces would be approximately 30 feet long. Additionally, the Project would include a minimum of 1 handicap accessible space in the parking area to comply with the Americans with Disabilities Act (ADA) requirement of a minimum of 1 space of the total on-site parking supply as accessible space (i.e., for parking facilities with 1 to 25 spaces with 1 in every 6 handicap spaces being van accessible).

Additionally, the Project would include 2 bicycle racks located just south of the leasing office.

3.3.4 Estimated Construction Schedule

The Project's construction phase would occur over an estimated 15-month period. The estimated construction schedule is shown in Table 3-1.

**Table 3-1
Estimated Construction Schedule**

Phase	Duration	Notes
Demolition	Month 1	Removal of 17,790 cubic yards of building floor area hauled 25 miles to landfill in 16-cubic-yard capacity trucks.
Grading	Month 2 (2 weeks)	Approximately 1,500 cubic yards of soil imported 25 miles in 16-cubic-yard capacity trucks.
Trenching	Months 2-3 (6 weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-15	Footings and foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Month 14 (two weeks)	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 13-15	Application of interior and exterior coatings and sealants.

3.3 REQUESTED PERMITS AND APPROVALS

The Project Applicant is requesting approval by the City of the following entitlements:

- Zone Change from M-2 to Planned Development with Performance Standards
- Development Review
- Merger of Parcels

Other approvals and permits from the Building and Safety Division and other municipal agencies could be required for Project construction actions including, but not limited to construction permits as required by City Building and Safety Division of the Planning Department, City Engineering Division of the Public Works Department, and/or City Public Works Department.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Except as provided in Public Resources Code Section 21099 would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

a) Have a substantial adverse effect on a scenic vista?

No Impact. The Project Site is located in a highly urbanized area of the City. Views from within the Project Site area are largely limited to typical urban development (e.g., buildings/structures, signage, lighting, roadway infrastructure, etc.). No scenic views are available from within the Project Site area. Additionally, the Project Site is not in or near a designated scenic vista. Thus, the Project would not have a substantial adverse effect on a scenic vista. Therefore, no impacts related to scenic vistas would occur as a result of the Project.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

Less Than Significant Impact. No trees, rock outcroppings, or significant historic buildings are located on the Project Site, and the site is not visible from a state scenic highway. Thus, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway. Therefore, no impacts related to scenic resources would occur as a result of the Project.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project Site is located in a highly urbanized area of the City. The Project Site is currently developed with 12,850 square feet of industrial/manufacturing uses, which includes various corrugated metal buildings that are outdated in appearance. The Project includes demolition and removal of the existing uses from the Project Site and development of the site with a new 104,630-square-foot self-storage building, a use allowed under the existing zoning for the site. The Project building would reflect current architecture and design standards and would likely improve the visual character of the Project Site. Additionally, the Project would be required to undergo Design Review by the City to ensure that the Project complies with applicable design standards. The Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no impacts related to scenic quality would occur as a result of the Project.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant Impact. The Project Site is located in an urbanized area of the City and is currently developed with 12,850 square feet of industrial/manufacturing uses. The Project Site and surrounding area contain typical sources of light and glare, including interior/exterior building lighting, street lighting, metal, and glass. There are no light-sensitive land uses located adjacent to the Project Site. The Project includes demolition and removal of the existing uses from the Project Site and development of the site with a new 104,630-square-foot self-storage building. The Project building and parking lot would be equipped with light fixtures that would be shielded and directed downward and would not spill onto adjacent properties. Thus, the Project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. Therefore, Project impacts related to light and glare would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Due to distance and intervening development, none of the related projects are within visual proximity to the Project Site. (Related Project No. 2 is the related project closest to the Project Site, located at 7803 Alondra Boulevard, approximately 0.3 miles from the Project Site.) Thus, the cumulative development would not result in any cumulative aesthetics impacts.

Mitigation Measures

No significant impacts related to aesthetics have been identified, and no mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland category.¹ Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is not zoned for agricultural use, and the site is not under Williamson Act Contract.² Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site is not zoned as forest land or timberland. Therefore, no impacts related to this issue would occur. No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site does not contain any forest land. Therefore, no impacts related to this issue would occur. No mitigation measures are required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site and surrounding area are developed with urban land uses. No agricultural uses are located on the Project Site or within the area. Therefore, no impacts related to this issue would occur. No mitigation measures are required.

¹ State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland, 1998.*

² *Ibid.*

Cumulative Impacts

Neither the Project Site nor any of the related projects' sites are used or designated as agricultural land or forest land. Therefore, no cumulative impacts related to agricultural resources would occur.

Mitigation Measures

No significant impacts related to agricultural resources have been identified, and no mitigation measures are required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis provided below is primarily based on technical data prepared by DKA Planning (refer to Appendix B).

REGULATORY FRAMEWORK

Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for the implementation of some portions of the CAA (e.g., certain mobile sources and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments

require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: carbon monoxide (CO) nitrogen dioxide (NO₂), ozone (O₃), particulate matter, 2.5 microns (PM_{2.5}), particulate matter, 10 microns (PM₁₀), sulfur dioxide (SO₂), and lead (Pb).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table III-1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner-burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are

achieved through the use of control technologies—including advanced exhaust gas after-treatment.

**Table III-1
State and National Ambient Air Quality Standards and Attainment Status for LA County**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
	8-hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

¹N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 (www.arb.ca.gov/desig/adm/adm.htm).

State

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air

Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table III-1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a

need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing hydrogen sulfide (H₂S) at levels above the state standard could result in exposure to a disagreeable rotten egg odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983 when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.³ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.⁴ In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007, for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of

³ California Air Resources Board, *California Air Toxics Program*, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

⁴ California Air Resources Board, *Toxic Air Contaminant Identification List*, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

Assembly Bill 2588 Air Toxics “Hot Spots” Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.⁵ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook. CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005, to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended, or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that

⁵ California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Regional

South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Site area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The SCAQMD uses Rule 402 to address odor complaints.

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

Air Quality Management Plan. The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_x emissions sufficiently to meet the upcoming O₃ deadline standards.

The SCAQMD is updating the region’s air quality attainment plan to address the “extreme” O₃ non-attainment status for the Basin and the severe O₃ non-attainment for the Coachella valley. In November 2021, draft control measures were released for public review that focus on strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in the Southern California Association of Government’s (SCAG) 2020-2045 RTP/SCS.

Multiple Air Toxics Exposure Study V. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V (released in August 2021).⁶ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the number in MATES IV (2012) (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

⁶ South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) on April 7, 2016.^{7,8} The 2016–2040 RTP/SCS is the transportation and land use component of the region’s air quality plan. It recognized that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, it drew a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. While it has since been updated as described in the next paragraph, it remains the transportation plan that is in the applicable air quality plan for the region (i.e., the 2016 Air Quality Management Plan).

SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) on September 23, 2020.⁹ The 2020-2045 RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The 2020-2045 RTP/SCS calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The 2020-2045 RTP/SCS accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits, including the following:

- Decreasing drive-along work commutes by 3 percent

⁷ *Southern California Association of Governments, Final 2016–2040 RTP/SCS.*

⁸ *California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.*

⁹ *Ibid.*

- Reducing per capita VMT by 5 percent and vehicle hours traveled per capita by 9 percent
- Increasing transit commuting by 2 percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing greenhouse gas (GHG) emissions by 19 percent by 2035

Local

City of Paramount

General Plan Resource Management Element. The Resource Management Element of the City's General Plan was adopted on August 7, 2007, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Resource Management Element acknowledges the interrelationships between transportation and land use planning in meeting the City's mobility and air quality goals. The Resource Management Element includes the following two key policies relating to air quality:

Policy 21: The City of Paramount will continue to cooperate with the other agencies that are charged with improving air and water quality in the region.

Policy 22: The City of Paramount will continue to cooperate with surrounding cities in the formation and implementation of regional resource management plans and programs.

General Plan Environmental Justice Element. The Environmental Justice Element of the City's General Plan includes a comprehensive set of goals and policies aimed at increasing the influence of disadvantaged communities in the public decision-making process and reducing their exposure to environmental hazards. The Environmental

Justice Element includes the following applicable policy related to improving air quality in the City:

Policy EJ-1.1: Truck Idling Restrictions. Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on residential neighborhoods overburdened by air pollution. Require businesses to install signs prohibiting idling. Promote contact information of regulatory agency for reporting violations.

City of Paramount Climate Action Plan. The City adopted its first Climate Action Plan (CAP) in July 2021 that lays out strategies, goals, and actions for reducing municipal and community-wide GHG emissions. A more detailed discussion of this plan is included under Checklist Topic VIII (Greenhouse Gas Emissions)

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

EXISTING CONDITIONS

Pollutants and Effects

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include CO, ground-level O₃, NO_x, sulfur oxides (SO_x), PM₁₀, PM_{2.5}, and Pb. The descriptions of each criteria air pollutant and their health effects provided below are based on information provided by the SCAQMD.¹⁰

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and NO_x—both byproducts of internal combustion engine exhaust—undergo slow

¹⁰ South Coast Air Quality Management District, *Final Program Environmental Impact Report for the 2012 AQMP*, December 7, 2012.

photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. NO_x irritates the nose and throat, and increases one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of O₃.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO₂, and long-term exposures to both pollutants lead to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Pb is emitted from industrial facilities and from the sanding or removal of old Pb-based paint. Smelting or processing the metal is the primary source of Pb emissions, which is primarily a regional pollutant. Pb affects the brain and other parts of the body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardiopulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC

can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.¹¹

Diesel PM, which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. Diesel PM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. Diesel PM consists of fine particles (fine particles have a diameter less than 2.5 micrometer [μm]), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to diesel PM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Diesel PM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, diesel PM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{12,13}

Project Site

The Project Site is located within the South Coast Air Basin (Basin), named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and Pb. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3 , PM_{10} , and $\text{PM}_{2.5}$. The air quality within the

¹¹ California Air Resources Board, *Toxic Air Contaminant Identification List*, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

¹² California Air Resources Board, *Overview: Diesel Exhaust and Health*, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

¹³ California Air Resources Board, *Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results*, March 2008.

Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Southeast LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project Site area. Table III-2 shows pollutant levels, state and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour state standard for O₃ was exceeded four times during this three-year period. The federal standard was exceeded four times in that same period. In addition, the daily state standard for PM₁₀ was exceeded three times in this period. CO and NO₂ levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90723) is approximately 543 in a million.¹⁴ The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Artesia Freeway 4,100 feet to the south). In general, the risk at the Project Site is higher than 79 percent of the population across the South Coast Air Basin.

¹⁴ South Coast Air Quality Management District, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V)*, *MATES V Interactive Carcinogenicity Map*, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed June 15, 2022.

**Table III-2
Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.074	0.074	0.105
Days > 0.09 ppm (State 1-hour standard)	0	0	4
Days > 0.070 ppm (Federal 8-hour standard)	0	0	4
Carbon Monoxide (CO)			
Maximum 1-hour Concentration (ppm)	4.7	3.0	N/A
Days > 20 ppm (State 1-hour standard)	0	0	N/A
Maximum 8-hour Concentration (ppm)	2.1	2.1	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	N/A
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0833	0.0718	0.0753
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	84	74	59
Days > 50 µg/m ³ (State 24-hour standard)	4	0	2
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	47.1	30.6	39.0
Days > 35 µg/m ³ (Federal 24-hour standard)	2	0	1
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	10.5	8.9	N/A
Days > 0.04 ppm (State 24-hour standard)	0	0	N/A
<p><i>ppm = parts by volume per million of air.</i> <i>µg/m³ = micrograms per cubic meter.</i> <i>N/A = not available at this monitoring station.</i> <i>Source: SCAQMD annual monitoring data at Southeast LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed June 15, 2022. As data for this subregion was not available, the highest values from the South Coastal LA County source receptor areas 1-4 were used.</i></p>			

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037553802) is located in the 98th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 98 percent of other communities within California.¹⁵

Sensitive Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB

¹⁵ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed June 15, 2022.

has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in an industrial area 460 feet west of the Union Pacific San Pedro subdivision railroad right-of-way. Sensitive receptors closest to the Project Site include, but are not limited to, the following representative sampling:

- Residence, 16201 Minnesota Avenue; 210 feet southwest of the Project Site.
- Residence, 7544 Monroe Street; 260 feet southwest of the Project Site.
- Residences, 16100 block of Garfield Avenue; 730 feet west of the Project Site.
- Residences, 15900 block of Vermont Avenue; 610 feet east of the Project Site.

Existing Project Site Emissions. The Project Site is currently developed with 12,580 square feet of industrial/manufacturing uses. Pollutant emissions associated with the existing uses are shown in Table III-3.

**Table III-3
Existing Estimated Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.4	<0.1	0.6	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	<u>0.6</u>	<u>0.2</u>	<u>2.5</u>	<u><0.1</u>	<u>0.2</u>	<u><0.1</u>
Regional Total	1.0	0.4	3.2	<0.1	0.2	0.1
<i>Source: DKA Planning, 2022, based on CalEEMod 2022.1 model runs (included in Appendix B).</i>						

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. SCAQMD’s *CEQA Air Quality Handbook* identifies the following criteria for assessing a project’s consistency with the AQMP:

1. Whether the project would result in any of the following:
 - a. An increase in the frequency or severity of existing air quality violations; or
 - b. Cause or contribute to new air quality violations; or

- c. Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Would the project exceed the assumptions utilized in preparing the AQMP?
 - a. Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
 - b. Does the Project include air quality mitigation measures; or
 - c. To what extent is Project development consistent with the AQMP land use policies?

As discussed below, the Project would be consistent with these criteria, and the Project would be consistent with the AQMP. Therefore, no impacts related to this issue would occur as a result of the Project.

Discussion of Criterion 1

As discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant) below, the Project would not generate any pollutant emissions in excess of SCAQMD’s significance thresholds. Thus, the Project would not result in an increase in the frequency or severity of existing air quality violations; would not cause or contribute to new air quality violations; or delay the timely attainment of air quality standards or an interim emission reduction specified in the AQMP.

Discussion of Criterion 2

A project is consistent with the AQMP, in part, if the project is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Paramount General Plan and SCAG’s 2016-2040 RTP/SCS. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2016-2040 RTP/SCS provides socioeconomic forecast projections of regional population growth.¹⁶ The population, housing, and employment forecasts, which are adopted by SCAG’s Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.

Development of the Project would result in relatively few employment positions on-site, as an on-site property manager usually covers an array of administrative and customer-

¹⁶ *The current applicable air quality attainment plan for the region is the 2016 AQMP, which is based on the growth assumptions in the 2016 RTP/SCS. As such, the 2016 RTP/SCS was used as the basis for this analysis.*

facing functions. There may be limited numbers of maintenance staff as well. However, the removal of the existing manufacturing uses would eliminate about eight jobs, likely resulting in no net change in jobs on-site.¹⁷ Thus, the Project's approximately employment impact would not produce job growth that exceeds the capacity that is accommodated in the 2016 AQMP. As a result, the Project would be consistent with the projections in the 2016 AQMP. As discussed in the remainder of this air quality analysis, because the Project would not result in any significant air quality impacts, the Project would not require implementation of any air-quality-related mitigation measures.

With regard to the Project's consistency with the land use policies set forth in the 2016 AQMP, the 2016 AQMP is the current management plan for continued progression toward clean air and compliance with state and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models and updates the federally approved 8-hour O₃ control plan with new commitments for short-term NO_x and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant) below, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site has a General Plan land use designation of Area Plan: Central Industrial District, a classification that allows self-storage uses such as that proposed by the Project. As such, the 2016-2020 RTP/SCS' assumptions about growth in the City accommodate the projected jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016-2020 RTP/SCS and 2016 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

¹⁷ Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, *Employment Density Study Summary Report*; October 2001. Assumes 1,518 square feet average per light manufacturing employee.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

SCAQMD Thresholds

The following criteria set forth in SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds:

Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site exceeding the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

Operation

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC; (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-

hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).

- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

Construction Emissions

Construction-related emissions were estimated using SCAQMD's CalEEMod 2022.1 model using assumptions from the Project Applicant, including the Project's construction schedule of approximately 15 months (refer to Table 3-1 in Section 3 [Project Description]).

The City would require the Project to comply with the following:

- SCAQMD Rule 403, which reduces the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

As shown in Table III-4, construction of the Project would not produce regional or localized criteria pollutant emissions in excess of the SCAQMD's regional thresholds. Therefore,

the Project’s construction-related emissions impacts would not be cumulatively considerable.

Operational Emissions

Operational criteria pollutant emissions would come from area sources and mobile sources associated with the Project. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products, such as household cleaners, and architectural coatings for routine maintenance. Additionally, the Project could add up to 90 net vehicle trips on a peak weekday at the start of operations in 2024.¹⁸

As shown in Table III-5, operation of the Project would not generate regional or localized criteria pollutant emissions in excess of SCAQMD’s significance thresholds. Therefore, the Project’s operation-related emissions impacts would not be cumulatively considerable.

**Table III-4
Estimated Daily Construction Emissions**

Construction Phase Year	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2023	1.4	14.4	16.9	<0.1	3.1	1.7
2024	24.0	11.0	13.4	<0.1	1.5	0.7
Maximum Regional Total	24.0	14.4	16.9	<0.1	1.5	0.7
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	N/A	12.6	11.4	N/A	0.6	0.6
Localized Significance Threshold	N/A	81	735	N/A	13	4
Exceed Threshold?	N/A	No	No	N/A	No	No
<p><i>Note: The estimated construction dates were used for the purposes of modeling air quality emissions using the CalEEMod software. If construction activities commence later than what was assumed in this environmental analysis, the actual emissions would be lower than analyzed, because of the increasing penetration of newer equipment with lower certified emission levels. This analysis assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions).</i></p> <p><i>Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 1-acre site with 50-meter distances to receptors in Southeast LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Refer to Appendix B.</i></p>						

¹⁸ Linscott, Law & Greenspan Engineers, Memorandum - Go Store It Paramount Project Transportation and Parking Assessment; June 2022. Refer to Appendix H.

**Table III-5
Estimated Daily Project Operational Emissions**

Emissions Source	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	1	<1	<1	<1	<1	<1
Energy Source	<1	1	1	<1	<1	<1
Mobile Source	2	2	16	<1	3	1
Total Regional Operational Emissions	3	3	17	<1	3	1
<i>SCAQMD Regional Threshold</i>	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Total Localized Operational Emissions	1	1	1	<1	<1	<1
<i>SCAQMD Localized Threshold</i>	N/A	81	735	N/A	3	1
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2021. Refer to Appendix B.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As discussed previously, sensitive receptors closest to the Project Site include the following:

- Residence, 16201 Minnesota Avenue; 210 feet southwest of the Project Site.
- Residence, 7544 Monroe Street; 260 feet southwest of the Project Site.
- Residences, 16100 block of Garfield Avenue; 730 feet west of the Project Site.
- Residences, 15900 block of Vermont Avenue; 610 feet east of the Project Site.

As discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant), in terms of localized emissions, the Project would not produce localized criteria pollutant emissions in excess the SCAQMD’s recommended localized standards of significance.

When the Project is operational, the traffic volumes at any study intersections would be well below the daily traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.¹⁹ Thus, Project traffic would not have the potential to result in CO hotspots.

For these reasons, the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, Project impacts related to this issue would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. During the Project's construction phase, conventional construction methods, equipment, and materials would be used. Odors, such as those associated with dust and equipment emissions would be localized and temporary and would not be sufficient to affect a substantial number of people. As a self-storage facility, the Project would not generate odors. Thus, the Project would not create objectionable odors affecting a substantial number of people. Therefore, Project impacts related to this issue would be less than significant.

Cumulative Impacts

Cumulative air quality impacts are discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant). As discussed there, SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also would be considered cumulatively considerable. Individual projects that generate emissions below SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. As the Project's emissions during construction and operation would not exceed any applicable significance threshold, the Project's contribution to any cumulative air quality impacts would not be considerable, and cumulative impacts related to air quality would be less than significant.

Mitigation Measures

No significant impacts related to air quality have been identified, and no mitigation measures are required.

¹⁹ *South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.*

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. No biological resources exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, no impacts related to this issue would occur as a result of the Project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. No riparian habitat or other sensitive natural community exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. No wetlands exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. The Project Site is no part of a migratory wildlife corridor or native wildlife nursery. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. No trees are located on the Project Site, and no tree removal would occur as part of the Project. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). All six related projects sites are infill sites that are currently developed or are undergoing development and do not contain any protected species or natural communities/habitats. Any of the related projects that require tree removal and replacement would be required to comply with the City's tree replacement requirements and the Migratory Bird Treaty Act (MBTA) related to nesting birds to ensure that no significant impacts related to trees or nesting birds would occur. Therefore, cumulative impacts on biological resources would not be significant.

Mitigation Measures

No significant impacts related to biological resources have been identified, and no mitigation measures are required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. A search through the California Office of Historic Preservation, California Historical Resources database indicated that none of the existing buildings located on or adjacent to the Project Site are listed in the National Register of Historic Places or the California Register of Historic Places. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, no impacts related to historic resources would occur as a result of the Project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

Less Than Significant With Mitigation Incorporated. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building. The Project does not include any subterranean levels, so no excavation of the Project Site would occur. The Project would require minor grading, resulting in the export of approximately 1,500 cubic yards of soil. Although no archaeological resources are known to exist at the Project Site, given that archaeological resources existing throughout the Project region, it is possible that unknown archaeological resources could be encountered at the site, although unlikely given the shallow depth of proposed grading. However, the Project Applicant would be required to implement Mitigation Measure ARCHEO-1, which would ensure that potential Project impacts related to the inadvertent discovery of unknown archaeological resource would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building. The Project does not include any subterranean levels, so no excavation of the Project Site would occur. The Project would require minor grading, resulting in the export of approximately 1,500 cubic yards of soil. If unknown human remains exist at the site, it is unlikely the Project's grading would unveil such remains. However, in the event that unknown human remains are encountered at the Project Site, the Project Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation or his or her authorized representative notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Through compliance with existing regulatory standards, Project impacts on human remains would be less than significant.

Cumulative Impacts

Impacts related to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The Project and the related projects do not share any cultural resources in common. For this reason, no cumulative impacts related to cultural resources would occur as a result of implementation of the Project and related projects.

Mitigation Measures

To ensure that Project impacts related to unknown archaeological resources would be less than significant, the following mitigation measure is required:

ARCHEO-1 If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:

- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
- The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

VI. ENERGY

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

a) Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Electricity is provided to the Project Site by Southern California Edison (SCE). Natural gas is provided to the Project Site by The Southern California Gas Company (The Gas Company). Both forms of energy are provided to the Project Site via existing infrastructure located adjacent to the site. The Project would be served by this infrastructure and would not require the need for new, expanded, or relocated energy infrastructure. For the reasons discussed below, Project impacts related to energy would be less than significant.

Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction activities typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

As shown in Table VI-1, Project construction would consume approximately 11,739 gallons of gasoline and 14,286 gallons of diesel. Project construction is expected to be completed in 2024.

**Table VI-1
Summary of Energy Use For Project Construction¹**

Fuel Type	Quantity
Electricity	
Water Consumption (Dust Control)	217 kWh
Gasoline	
On-Road Construction Equipment	11,739 gallons
Off-Road Construction Equipment	0 gallons ²
Total Gasoline	11,739 gallons
Diesel	
On-Road Construction Equipment	7,544 gallons
Off-Road Construction Equipment	6,742 gallons
Total Diesel	14,286 gallons
Total Petroleum-Based Fuel	26,025 gallons
<i>kWh = kilowatt-hours</i>	
¹ Detailed calculations are included in Appendix C.	
² Off-road construction equipment uses diesel fuel.	

As shown in Table VI-1, a total of approximately 217 kWh of electricity is anticipated to be consumed during Project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

Construction activities, including the construction of the new building, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities. Thus, there would be no demand generated by construction.

The petroleum-based fuel use summary provided in Table VI-1 represents the amount of transportation energy that could potentially be consumed during Project construction based on a conservative set of assumptions outlined in Appendix C. As shown, on- and off-road vehicles would consume an estimated 11,739 gallons of gasoline and approximately 14,286 gallons of diesel fuel throughout the Project's construction.

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time.²⁰ CARB has also approved the Truck and Bus regulation

²⁰ CARB, <https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about>, accessed, May 6, 2022.

(CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.²¹ In addition to limiting exhaust from idling trucks, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or re-power of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to HVAC, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. As shown in Table VI-2 the Project would result in a net increase in electricity consumption of approximately 1,743,860 kWh per year when compared to the existing industrial/manufacturing use. As shown in Table VI-3, the Project would result in a net increase in natural gas consumption of approximately 2,241,503 1,000 British thermal units (kBtu) per year when compared to the existing industrial/manufacturing use. As shown in Table VI-4, the Project would result in a net increase in fuel of approximately 8,304 gallons per year when compared to the existing hotel use.

The Project's operation would not result in an increase in demand for electricity and natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the relocation or construction of new or expanded electrical power and natural gas facilities, the construction of which would cause significant environmental effects. Additionally, the Project would be required to comply with the City's Green Building Code standards, which would ensure energy and water efficiency measures are incorporated into the Project. For these reasons, Project Impacts related to energy would be less than significant.

²¹ California Air Resources Board, *Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles*, <http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf>.

**Table VI-2
Estimated Project Electricity Demand¹**

Land Use	Size	Total (kw-h/yr)
Existing		
Industrial/Manufacturing	12,850 sf	120,677
Project		
Self-Storage	104,630 sf	1,864,537
	<i>Less Existing</i>	<i>(120,677)</i>
	Net Total	1,743,860
<i>kw-h = kilowatt-hour yr = year sf =square feet</i>		
¹ <i>Calculated via CalEEMod. Refer to Appendix C.</i>		

**Table VI-3
Estimated Project Natural Gas Demand¹**

Land Use	Size	Total (kBTU/yr)
Existing		
Industrial/Manufacturing	12,850 sf	536,533
Project		
Self-Storage	104,630 sf	2,778,036
	<i>Less Existing</i>	<i>(536,533)</i>
	Net Total	2,241,503
<i>kBTU = 1,000 British Thermal Units yr = year sf =square feet</i>		
¹ <i>Calculated via CalEEMod. Refer to Appendix C.</i>		

**Table VI-4
Estimated Project Transportation Petroleum-Based Fuel**

Fuel Type	Gallons Per Year
Existing	
Gasoline	2,548
Diesel	<u>722</u>
Total Existing Fuel Use	3,271
Project	
Gasoline	9,370
<i>Less Existing</i>	<i>(2,548)</i>
Net Total Gasoline Use	6,652
Diesel	2,658
<i>Less Existing</i>	<i>(722)</i>
Net Total Diesel Use	1,652
Net Total Fuel Use	8,304
<i>Detailed calculations are included in Appendix C.</i>	

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The Project would comply with the City’s Green Building Standards Code, which outlines mandatory and voluntary efficiency measures for non-residential uses. Regulatory compliance with the City’s Green Building Standards Code would ensure the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

The geographic context for the cumulative analysis of energy is the service areas of SCE and The Gas Company. Growth within these service areas is anticipated to increase the demand for energy and associated infrastructure. As with the Project, development in the service areas would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen and state energy standards in Title 24, and incorporate additional reduction measures, as necessary. Therefore, cumulative energy impacts would be less than significant.

Mitigation Measures

No significant impacts related to energy have been identified, and no mitigation measures are required.

VII. GEOLOGY AND SOILS

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

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?**

No Impact. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.²² The closest active faults to the Project Site are the Puente Hills Blind Thrust Fault and the Newport Inglewood faults.²³ Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault on the Project Site. Therefore, no impacts related to this issue would occur as a result of the Project.

ii) **Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

Less Than Significant Impact. Given the Project Site's location in a seismically active region, the Project Site could experience seismic ground shaking in the event of an earthquake. As stated previously, the closest active faults to the Project Site are the Puente Hills Blind Thrust Fault and the Newport Inglewood faults.²⁴ However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards and applicable recommendations made in the *Due Diligence Geotechnical Evaluation Report* prepared for the Project, dated February 8, 2022, and any future updates. Conformance with the City's current Building Code standards would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to groundshaking would be less than significant.

iii) **Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

Less Than Significant Impact. The State of California Geologic Survey Seismic Hazard Zone Map and the Los Angeles County Liquefaction Zone Map indicates the Project Site is located within a liquefaction zone. The site is expected to be subject to liquefaction

²² *Due Diligence Geotechnical Evaluation Report, Kling Consulting Group, Inc., February 8, 2022. Refer to Appendix D.*

²³ *Ibid.*

²⁴ *Ibid.*

hazards.²⁵ However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards and applicable recommendations made in the *Due Diligence Geotechnical Evaluation Report* prepared for the Project, dated February 8, 2022, and any future updates. Conformance with the City's current Building Code standards would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. Therefore, Project impacts related to seismic-related ground failure would be less than significant.

iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. The topography of the Project Site and surrounding area is flat. No landslides are located on or near the Project Site. Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, no impacts related to this issue would occur as a result of the Project.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. In its existing condition, the Project Site is completely developed with impervious surfaces (i.e., buildings and asphalt/concrete). During storm events, stormwater that encounters the Project Site sheet flows to Minnesota Avenue and to the City's local storm drain system. For the Project's construction and operational phases, the Project Applicant would be required to prepare a Low Impact Development (LID) report that outlines construction and post-construction Best Management Practices (BMPs) that would prevent erosion during the Project's construction and operational phases. Per Chapter 8.20 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 10 of this code without implementing all stormwater and runoff pollution measures required by such permit. The Project Applicant would be required to adhere to the minimum BMPs for the construction site. That could include limiting grading during rain events; planting vegetation on slopes; covering slopes susceptible to erosion; maintaining stockpiles of soil on-site; and containing runoff, spills, and equipment on-site. Adherence to the good housekeeping provisions and the construction BMPs would ensure that the Project would not result in substantial erosion or loss of topsoil. Post-construction BMPs could include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and

²⁵ *Ibid.*

use. The LID report would also outline standards and practices for stormwater pollution mitigation and provide documentation to demonstrate compliance with the municipal National Pollutant Discharge Elimination System (NPDES) permit on Project plans and permit applications submitted to the City. Through compliance with existing regulations, Project impacts related to erosion would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. As discussed in response to Checklist Question VII(a)(iii) (Geology and Soils – Seismic-Related Ground Failure), the State of California Geologic Survey Seismic Hazard Zone Map and the Los Angeles County Liquefaction Zone Map indicates the Project Site is located within a liquefaction zone. The Project Site is expected to be subject to liquefaction hazards, including seismically-induced settlement and seismically-induced lateral displacement.²⁶ However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards and applicable recommendations made in the *Due Diligence Geotechnical Evaluation Report* prepared for the Project, dated February 8, 2022, and any future updates. Conformance with the City’s current Building Code standards would minimize risks associated with site conditions. Therefore, Project impacts related to geologic/soil instability would be less than significant.

d) Would the project be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Subsurface soils at the Project Site likely consist of interbedded sand, silt, and clay. While sandy soils are generally not susceptible to expansion, the potential exists that layers of expansive clay could be present at the building’s foundation elevation. However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted Building Code standards and applicable recommendations made in the *Due Diligence Geotechnical Evaluation Report* prepared for the Project, dated February 8, 2022, and any future updates. Conformance with the City’s current Building Code standards would minimize potential risks associated with expansive soil. Therefore, Project impacts related to expansive soil would be less than significant.

²⁶ *Ibid.*

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur as a result of the Project. No mitigation measures are required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. The Project Site is located in an urbanized area of the City and is surrounded by existing urban development. The Project Site is completely developed with 12,850 square feet of industrial/manufacturing uses. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building. The Project does not include any subterranean levels, so no excavation of the Project Site would occur. The Project would require minor grading, result in the export of approximately 1,500 cubic yards of soil. A database search conducted by the Los Angeles County of Natural History Museum indicates that no known paleontological resources exist at the Project Site.²⁷ However, such resources have been found in sedimentary deposits, which occur at the Project Site, in the surrounding area. If unknown paleontological resources exist at the site, it is unlikely the Project's grading would unveil such resources. However, the Project Applicant would be required to implement Mitigation Measure PALEO-1, which would ensure that potential Project impacts related to unknown paleontological resources would be less than significant.

Cumulative Impacts

Geotechnical impacts related to future development in the City involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site is subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts related would be less than significant.

²⁷ *Natural History Museum of Los Angeles County, Alyssa Bell, correspondence, July 17, 2022. Refer to Appendix D.*

Mitigation Measures

The following mitigation measure is required to ensure that Project impacts related to unknown paleontological resources would be less than significant:

PALEO-1 If paleontological resources are encountered, the Applicant shall area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis provided below is primarily based on technical data prepared by DKA Planning (refer to Appendix E).

ENVIRONMENTAL SETTING

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of greenhouse gas (GHG) emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHG emissions, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the USEPA, global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 1.5 times between 1990 and 2008. In addition, in the Global Carbon Budget 2014 report, published in September 2014, atmospheric CO₂ concentrations in 2013 were found to be 43 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years. Global increases in CO₂ concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. With regard to emissions of non-CO₂ GHG, these have also increased significantly since 1990. In particular, studies have concluded that it is very likely that the observed increase in methane (CH₄) concentration is predominantly due to agriculture and fossil fuel use.

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global GHG emissions must be reduced. According to the “Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol,” avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol’s Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.

With regard to the adverse effects of global warming, as reported by SCAG, “Global warming poses a serious threat to the economic well-being, public health and natural environment in southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO₂ emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO₂ emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. Southern California, with close to half of the state’s population and economic activities, is also a major contributor to the global warming problem.”

GHG Emissions Background. GHG emissions include CO₂, CH₄, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). CO₂ is the most abundant GHG. Other GHG emissions are less abundant but have higher global warming potential than CO₂. Thus, emissions of other GHG emissions are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. Forest fires, decomposition, industrial processes, landfills, and consumption of

fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHG emissions is provided in Table VIII-1.

**Table VIII-1
Description of Identified GHG Emissions^a**

Greenhouse Gas	General Description
Carbon Dioxide (CO₂)	An odorless, colorless GHG, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO ₂ are burning coal, oil, natural gas, and wood.
Methane (CH₄)	A flammable gas and is the main component of natural gas. When one molecule of CH ₄ is burned in the presence of oxygen, one molecule of CO ₂ and two molecules of water are released. A natural source of CH ₄ is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH ₄ , which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N₂O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N ₂ O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH ₄ or ethane (C ₂ H ₆) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60

**Table VIII-1
Description of Identified GHG Emissions^a**

Greenhouse Gas	General Description
	kilometers above Earth’s surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF₆)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF ₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF₃)	An inorganic, non-toxic, odorless, non-flammable gas. NF ₃ is used in the manufacture of semi-conductors, as an oxidizer of high-energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.
<p>^a <i>GHG emissions identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC’s Fifth Assessment Report.</i></p> <p><i>Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGs) for Nitrogen Trifluoride; January 2009.</i></p>	

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties used to estimate the potential future impacts of emissions of different gases on the climate system. The GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO₂, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO₂. The larger the GWP, the more that a given gas warms the Earth compared to CO₂ over that time period. A summary of the atmospheric lifetime and GWP of selected gases is presented in Table VIII-2. As indicated in the table, the GWP ranges from 1 to 22,800.

**Table VIII-2
Atmospheric Lifetimes and Global Warming Potential**

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide (CO ₂)	50–200	1
Methane (CH ₄)	12 (+/-3)	25
Nitrous Oxide (N ₂ O)	114	298
HFC-23: Fluoroform (CHF ₃)	270	14,800
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH ₂ FCF ₃)	14	1,430
HFC-152a: 1,1-Difluoroethane (C ₂ H ₄ F ₂)	1.4	124
PFC-14: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC-116: Hexafluoromethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800
Nitrogen Trifluoride (NF ₃)	740	17,200
<i>Source: IPCC, Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials</i>		

Projected Impacts of Global Warming in California. The scientific community’s understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth’s climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC’s Fifth Assessment Report, Summary for Policy Makers states that, “it is extremely likely that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forces together.” A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.

According to CARB, the potential impacts in California due to global climate change may include: loss in snowpack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California’s coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation. Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change.

Air Quality. Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect and, therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would exacerbate air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

In 2009, the California Natural Resources Agency (CNRA) published the California Climate Adaptation Strategy as a response to the Governor’s Executive Order S-13-2008. The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the California Climate Adaptation Strategy, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers. The website, known as Cal-Adapt, became operational in 2011. The information provided on the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values (i.e., temperature, sea-level rise, snowpack) from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. According to the Cal-Adapt website, the portion of the City in which the Project Site is located could result in an average increase in temperature of approximately 5.4 to 8.0°F by 2070–2099, compared to the baseline 1961–1990 period.

Water Supply. Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, “[c]onsiderable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change.” For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation. Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full. Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.

The California Department of Water Resources report on climate change and effects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that “climate change will likely have a significant effect on California’s future water resources...[and] future water demand.” It also reports that “much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate

change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain.” It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but “[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future.” Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows. In its Fifth Assessment Report, the IPCC states “Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions.”

Hydrology and Sea Level Rise. As discussed above, climate change could potentially affect the amount of snowfall, rainfall and snowpack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea-level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California’s water supply. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture. California has a \$30 billion agricultural industry that produces half the country’s fruits and vegetables. Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen and thus, affect their quality.

Ecosystems and Wildlife. Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2-11.5°F (1.1-6.4°C) by 2100, with significant regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as 2 feet along most of the United States coastline. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species’ composition within communities; and (4) ecosystem processes such as carbon cycling and storage.

REGULATORY FRAMEWORK

In response to growing scientific and political concern with global climate change, federal and state entities have adopted a series of laws to reduce emissions of GHG emissions to the atmosphere.

Federal Clean Air Act. The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO₂ and other GHG emissions are pollutants under the federal CAA, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. The U.S. Supreme Court did not mandate that the USEPA enact regulations to reduce GHG emissions. Instead, the Court found that the USEPA could avoid taking action if it found that GHG emissions do not contribute to climate change or if it offered a “reasonable explanation” for not determining that GHG emissions contribute to climate change.

On April 17, 2009, the USEPA issued a proposed finding that GHG emissions contribute to air pollution that may endanger public health or welfare. On April 24, 2009, the proposed rule was published in the Federal Register under Docket ID No. EPA-HQ-OAR-2009-0171. The USEPA stated that high atmospheric levels of GHG emissions “are the unambiguous result of human emissions and are very likely the cause of the observed increase in average temperatures and other climatic changes.” The USEPA further found that “atmospheric concentrations of greenhouse gases endanger public health and welfare within the meaning of Section 202 of the Clean Air Act.” The findings were signed by the USEPA Administrator on December 7, 2009. The final findings were published in the Federal Register on December 15, 2009. The final rule was effective on January 14, 2010. While these findings alone do not impose any requirements on industry or other entities, this action is a prerequisite to regulatory actions by the USEPA, including, but not limited to, GHG emissions standards for light-duty vehicles.

On April 4, 2012, the USEPA published a proposed rule to establish, for the first time, a new source performance standard for GHG emissions. Under the proposed rule, new fossil fuel-fired electric generating units larger than 25 megawatts (MW) are required to limit emissions to 1,000 pounds of CO₂ per MW-hour (CO₂/MWh) on an average annual basis, subject to certain exceptions. Subsequently, on April 23, 2018, the USEPA issued a policy stating that CO₂ emissions from biomass-fired and other biogenic sources would be considered carbon neutral when used for energy production at stationary sources.

On April 17, 2012, the USEPA issued emission rules for oil production and natural gas production and processing operations, which are required by the CAA under Title 40 of the Code of Federal Regulations, Parts 60 and 63. The final rules include the first federal air standards for natural gas wells that are hydraulically fractured, along with requirements for several other sources of pollution in the oil and gas industry that currently are not regulated at the federal level.

Corporate Average Fuel Economy (CAFE) Standards. In response to the Massachusetts v. Environmental Protection Agency ruling, the George W. Bush Administration issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; in 2010, the USEPA and the NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the USEPA, USDOT, USDOE, and NHTSA to establish additional standards regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG emissions and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if the standards were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021. In March 2020, NHTSA and USEPA adopted new less stringent standards covering model years 2021 through 2026.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

Building on the success of the first phase of standards, in August 2016, the USEPA and the NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards were to lower CO₂ emissions by approximately 1.1 billion metric tons and save vehicle owners fuel costs of about \$170 billion. On August 10, 2021, NHTA proposed new CAFE standards for 2024-2026 that would increase the stringency of standards by 8 percent per year rather than the previous 1.5 percent.

On September 19, 2019, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and USEPA issued a final action entitled the "One National Program Rules" to enable the federal government to provide nationwide uniform fuel economy and GHG emissions standards for automobile and light duty trucks. This action finalizes the Safe Affordable Fuel Efficient (SAFE) Vehicles Rule and clarifies that federal law preempts state and local tailpipe GHG emissions standards as well as zero-emissions vehicle (ZEV) mandates. The SAFE Vehicle Rule also withdraws the CAA

waiver granted to the State of California that allowed the state to enforce its own Low Emission Vehicle program. On March 31, 2020, Part II of the SAFE Vehicles was issued and sets carbon dioxide emissions and CAFE standards for passenger vehicles and light duty trucks, covering model years 2021-2026. On April 22, 2021, NHTA proposed to repeal the SAFE I Rule, which was finalized in 2019.

Energy Independence and Security Act. The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and the NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks, and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

California Executive Order S-3-05 and Executive Order B-30-15. Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005, established GHG emissions targets for the state, as well as a process to ensure the targets are met. The order directed the Secretary of the California Environmental Protection Agency (CalEPA) to report every two years on the state’s progress toward meeting the Governor’s GHG emission reduction targets. The statewide GHG emissions reduction targets are as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 emission levels;
- By 2030, reduce to 40 percent below 1990 levels; and
- By 2050, reduce to 80 percent below 1990 levels.

Executive Order B-30-15, issued by Governor Brown in April 2015, established an additional statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. Reducing GHG emissions by 40 percent below 1990 levels in 2030 and by 80 percent below 1990 levels by 2050 (consistent with Executive Order S-3-05) aligns with scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius.

The State Legislature adopted equivalent 2020 and 2030 statewide targets in the California Global Warming Solutions Act of 2006 (also known as Assembly Bill [AB] 32) and Senate Bill 32, respectively, both of which are discussed below. However, the Legislature has not yet adopted a target for the 2050 horizon year.

As a result of Executive Order S-3-05, the California Climate Action Team (CAT), led by the Secretary of CalEPA, was formed. The CAT is made up of representatives from a number of state agencies and was formed to implement global warming emission reduction programs and to report on the progress made toward meeting statewide targets established under the Executive Order. The CAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order. The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. “Intelligent transportation systems” is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.

California Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32. The California Global Warming Solutions Act of 2006 (also known as AB 32) commits the state to achieving the following:

- By 2010, reduce to 2000 GHG emission levels, and
- By 2020, reduce to 1990 levels

To achieve these goals, which are consistent with the California CAT GHG emissions reduction targets for 2010 and 2020, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Senate Bill (SB) 32, signed September 8, 2016, updates AB 32 (Global Warming Solutions Act) to include an emissions reductions goal for 2030. Specifically, SB 32 requires the state board to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Climate Change Scoping Plan. In 2008, CARB approved the original Climate Change Scoping Plan as required by AB 32. Subsequently, CARB approved updates to the Climate Change Scoping Plan in 2014 (First Update) and 2017 (2017 Update), with the 2017 Update considering SB 32 (adopted in 2016) in addition to AB 32.

The original Climate Change Scoping Plan proposed a “comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health. The original Climate Change Scoping Plan identified a range of GHG reduction actions that included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms, such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

The original Climate Change Scoping Plan called for a “coordinated set of solutions” to address all major categories of GHG emissions. Transportation emissions were addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard (LCFS), and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to use energy more efficiently. Utility energy providers were required change to include more renewable energy sources through implementation of the Renewables Portfolio Standard (RPS). Additionally, the original Climate Change Scoping Plan emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicated that substantial savings of electricity and natural gas would be accomplished through “improving energy efficiency by 25 percent.”

The original Climate Change Scoping Plan identified a number of specific issues relevant to the Project, including the following:

- The potential of using the green building framework as a mechanism, which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting the following:

A Green Building strategy will produce greenhouse gas savings through buildings that exceed minimum energy efficiency standards, decrease

consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Combined, these measures can also contribute to healthy indoor air quality, protect human health, and minimize impacts to the environment.

- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency, water recycling, and reuse of urban runoff. The original Climate Change Scoping Plan noted that water use requires significant amounts of energy, including approximately one-fifth of statewide electricity.
- Encouraging local governments to set quantifiable emission reduction targets for their jurisdictions and use their influence and authority to encourage reductions in emissions caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the scope of the reductions California has to make to return to the 1990 emissions level by 2020 as required by AB 32. CARB originally defined the "business-as-usual" or BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the original Climate Change Scoping Plan. For example, in further explaining CARB's BAU methodology, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards. In the original Climate Change Scoping Plan, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020, absent GHG-emissions-reducing laws and regulations).

Subsequent to adoption of the original Climate Change Scoping Plan, a lawsuit was filed challenging CARB's approval of the Climate Change Scoping Plan Functional Equivalent Document (FED to the Climate Change Scoping Plan). On May 20, 2011 (Case No. CPF-09-509562), the Court found that the environmental analysis of the alternatives in the FED to the Climate Change Scoping Plan was not sufficient under CEQA. CARB staff prepared a revised and expanded environmental analysis of the alternatives, and the Supplemental FED to the Climate Change Scoping Plan was approved on August 24, 2011 (Supplemental FED). The Supplemental FED indicated that there is the potential for adverse environmental impacts associated with implementation of the various GHG emission reduction measures recommended in the Climate Change Scoping Plan.

As part of the Supplemental FED, CARB updated the projected 2020 BAU emissions inventory based on then current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020

BAU emissions inventory. CARB staff derived the updated emissions estimates by projecting emissions growth, by sector, from the state's average emissions from 2006 through 2008. Specific emission reduction measures included were the million-solar-roofs program, the AB 1493 (Pavley I) motor vehicle GHG emission standards, and the LCFS. In addition, CARB also factored into the 2020 BAU inventory emissions reductions associated with a 33-percent RPS for electricity generation. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 percent (down from 28.5 percent) from BAU conditions. When the 2020 emissions level projection also was updated to account for newly implemented regulatory measures discussed above, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16 percent (down from 28.5 percent) from the BAU conditions.

In 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update). The stated purpose of the First Update was to "highlight... California's success to date in reducing its GHG emissions and lay...the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.

In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050. Those six areas were: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identified key recommended actions for each sector that would facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050." Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

The First Update discussed new residential and commercial building energy efficiency improvements, specifically identifying progress towards zero net energy buildings as an element of meeting mid-term and long-term GHG emissions reduction goals. The First Update expressed CARB's commitment to working with the California Public Utilities Commission (CPUC) and California Energy Commission (CEC) to facilitate further achievements in building energy efficiency.

In December 2017, CARB adopted California’s 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California’s 2030 Greenhouse Gas Target (2017 Scoping Plan Update). The 2017 Scoping Plan Update builds upon the framework established by the original Climate Change Scoping Plan and the First Update while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2017 Scoping Plan Update includes policies to require direct GHG emissions reductions at some of the state’s largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constrains and reduces emissions at covered sources.

Independent studies confirm CARB’s determination that the state’s existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.²⁸ Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the state to meet the 2050 target.

Assembly Bill 197. Assembly Bill (AB) 197, signed September 8, 2016, is a bill linked to SB 32 that prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its Internet Web site the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and also creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state’s programs, policies, and investments related to climate change.

Cap-and-Trade Program. The original Climate Change Scoping Plan identified a cap-and-trade program as one of the strategies for California to reduce GHG emissions.

²⁸ *Energy and Environmental Economics (E3). “Summary of the California State Agencies’ PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios” (April 2015); Greenblatt, Jeffrey, Energy Policy, “Modeling California Impacts on Greenhouse Gas Emissions” (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state’s goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors. https://www.ethree.com/wp-content/uploads/2017/02/E3_Project_Overview_20150406.pdf*

Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap are able to trade permits to emit GHG emissions within the overall limit. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32 and the State Legislature extended the Program through 2030 with the adoption of Assembly Bill 398. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources, such as refineries and power plants, (deemed “covered entities”). “Covered entities” subject to the Cap-and-Trade Program are sources that emit more than 25,000 metric tons CO₂e (MTCO₂e) per year. Triggering of the 25,000 MTCO₂e per year “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or in part (if eligible) and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender an allowance for each metric ton CO₂e of GHG they emit.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2030 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a cumulative basis. As summarized by CARB in the First Update:

The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.

For example, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a commensurate reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California’s direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California’s direct regulatory

measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2030 GHG emissions reduction mandate.

The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the “capped sectors.” Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. [...]

[T]he Cap-and-Trade Regulation provides assurance that California’s 2020 limit will be met because the regulation sets a firm limit on 85 percent of California’s GHG emissions.

Overall, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the state’s emissions forecasts and the effectiveness of direct regulatory measures. The Cap-and-Trade Program covered approximately 450 businesses responsible for about 85 percent of California’s GHG emissions.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program’s first compliance period. Furthermore, the Cap-and-Trade Program also covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in state or imported. The point of regulation for transportation fuels is when they are “supplied” (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with VMT are covered by the Cap-and-Trade Program.

Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State’s Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

California Renewables Portfolio Standard. The California RPS program (2002, SB 1078) required that 20 percent of the available energy supplies are from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20 percent mandate to 2010. These mandates apply directly to investor-owned utilities. On April 12, 2011, California Governor Jerry Brown signed into law SB 2X, which modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California SB 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016. These levels of reduction are consistent with SCE's commitment to increase its renewables portfolio over time.

Senate Bill 350. Senate Bill (SB) 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by December 31, 2030; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

Senate Bill 1368. Senate Bill (SB) 1368, signed September 29, 2006, is a companion bill to AB 32 that requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the state. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB32. On January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO₂ per MWh. Furthermore, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO₂ per MWh (see CEC Order No. 07-523-7).

Assembly Bill 1493 (Pavley I). Assembly Bill (AB) 1493, passed in 2002, requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state. CARB originally approved regulations to reduce GHG emissions from passenger vehicles in September 2004, with the regulations to take effect in 2009. On September 24, 2009, CARB adopted amendments to these "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. Although setting emission standards on automobiles is solely the responsibility of the USEPA, the federal CAA allows California to set state-specific emission standards on automobiles if the state first obtains a waiver from the USEPA. The USEPA granted California that waiver on July 1, 2009. A comparison between the AB 1493 standards and the Federal CAFE standards was completed by

CARB and the analysis determined that California emission standards are 16 percent more stringent through the 2016 model year and 18 percent more stringent for 2020 model year. California is also committed to further strengthening these standards beginning with 2020 model year vehicles to obtain a 45-percent GHG reduction in comparison to the 2009 model year.

Executive Order S-1-07 (California Low Carbon Fuel Standard). Executive Order S-1-07, the LCFS (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California’s transportation fuels by 2020. Regulatory proceedings and implementation of the LCFS were directed to CARB. The LCFS has been identified by CARB as a discrete early action item in the adopted Climate Change Scoping Plan. The LCFS program was re-adopted in 2015 and will continue to complement other AB 32 measures, transform and diversify the fuel pool, and is a key part of the State’s petroleum reduction goals for 2030.

Advanced Clean Cars Regulations. In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for model years 2015–2025. The components of the Advance Clean Car program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years. In March 2017, CARB voted unanimously to continue with the vehicle greenhouse gas emission standards and the ZEV program for cars and light trucks sold in California through 2025.

Senate Bill 375. Acknowledging the relationship between land use planning and transportation sector GHG emissions, Senate Bill (SB) 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduce passenger VMT and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measures.

California Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608). The 2014 Appliance Efficiency Regulations, adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

California Building Energy Efficiency Standards (Title 24, Part 6). California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2016 Title 24 standards, which became effective on January 1, 2017. The 2019 standards continue to improve upon the 2013 Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings and became effective January 1, 2020. Compliance with Title 24 is enforced through the building permit process.

California Green Building Standards (CALGreen Code). The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2017. Most mandatory measure changes in the 2016 CALGreen Code from the previous 2013 CALGreen Code were related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicles chargers and charging and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional electric vehicle charging space requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For nonresidential mandatory measures, the table (Table 5.106.5.3.3) identifying the number of required EV charging spaces has been revised in its entirety. Compliance with Title 24 is enforced through the building permit process. The 2019 CalGreen code updates were published July 1, 2019, with an effective date of January 1, 2020.

Senate Bill 97. On June 19, 2008, the Office of Planning and Research (OPR) released a technical advisory on addressing climate change. This guidance document outlines suggested components to CEQA disclosure, including quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. SB 97 requires OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including, but not limited to, the effects associated with transportation and energy consumption. The *Draft Guidelines Amendments for Greenhouse Gas Emissions* (Guidelines Amendments) were adopted on December 30, 2009 and address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments. The Guidelines Amendments

require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the Guidelines Amendments identify the following three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the Guidelines Amendments also clarifies “that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis.”

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document required by CEQA, which has not been finalized.

Senate Bill 743. This 2013 legislation updates the way transportation impacts are measured in California, focusing on VMT rather than level of service as the main measure of transportation impacts. It calls on decision-makers throughout the State to focus on reducing overall VMT and the GHG emissions from such vehicle activity. Traffic studies in the City began formally analyzing projects in this fashion effective July 1, 2020.

South Coast Air Quality Management District. The SCAQMD adopted a “Policy on Global Warming and Stratospheric Ozone Depletion” on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;

- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

Southern California Association of Governments. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020-2045 RTP/SCS, which calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The 2020-2045 RTP/SCS accommodates 21.3 percent growth in population from 2020 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2020 (1,848,300) to 2045 (2,135,900). The 2020-2045 RTP/SCS calls for a number of land use-based strategies to accommodate growth, minimize criteria pollutant emissions, and achieve climate change objectives, including the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2020-2045 RTP/SCS calls for a 19 percent reduction in per capita GHG emissions by 2035 from 2005 levels. This is intended to be consistent with CARB’s performance targets during this same period. The bulk of these reductions is to come from transportation investments, pricing strategies, TDM strategies, and land use programs. On October 30, 2020, CARB accepted the RTP/SCS quantification of GHG emissions on October 30, 2020 (Executive Order G-20-239, SCAG 2020 SCS ARB Acceptance of GHG Quantification Determination).

City of Paramount General Plan Health and Safety Element. The City adopted a Health and Safety Element on February 8, 2022, that discusses climate adaptation and the City’s vulnerability to extreme weather, power outages, flooding, and other disasters. The Element outlines 17 policies that address climate change.

City of Paramount Climate Action Plan. The City adopted its first Climate Action Plan (CAP) in July 2021 that lays out strategies, goals, and actions for reducing municipal and community-wide GHG emissions. It is designed to define how the City can do its part to help California meet its 2030 GHG reduction targets as set forth in SB 32. This includes a 40 percent reduction (149,919 metric tons of CO₂e MTCO₂e] of the City’s 2010 emissions by 2030. The CAP found that 112,471 MTCO₂e could be reduced from state measures, 4,116 MTCO₂e from regional measures, and 45,128 MTCO₂e from local measures. It found that the City still needs to reduce another 20,377 MTCO₂e to reduce 2010 emissions by 40 percent. The CAP includes 17 measures spanning the range of sources both local and regional.

Pursuant to CEQA Guidelines Section 15183.5, the CAP can be the basis for determining the significance of GHG emissions as the plan meets the six criteria for such a plan. These include quantifying GHG emissions, setting a target for emissions that would be cumulatively considerable, identifying emissions from specific actions, specifying measures, developing a monitoring plan, and adopted the plan in a public process following environmental review.

City of Paramount Green Building Code. The City currently enforces the 2019 California Building, Electrical, Plumbing, and Mechanical Codes, as amended with Los Angeles County amendments codified in Title 26 and other sections of the County’s municipal codes. This includes the mandatory requirements of the 2019 California Green Building Standards Code, which promote higher standards for energy efficiency and sustainability features, including drip/subsurface irrigation systems, individual metering or sub-metering for water use, leak detection systems, and electric vehicle charging capacity.

EXISTING CONDITIONS

Existing Statewide GHG Emissions. GHG emissions are the result of both natural and human-influenced activities. Regarding human-influenced activities, motor vehicle travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfires are the primary sources of GHG emissions. Without human intervention, Earth maintains an approximate balance between the emission of GHG emissions into the atmosphere and the storage of GHG emissions in oceans and terrestrial ecosystems. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have contributed to the rapid increase in atmospheric levels of GHG emissions over the last 150 years.

As reported by the CEC, California contributes approximately one percent of global and 8.2 percent of national GHG emissions.²⁹ California represents approximately 12 percent of the national population. Approximately 80 percent of GHGs in California are CO₂ produced from fossil fuel combustion. The current California GHG inventory compiles statewide anthropogenic GHG emissions and carbon sinks/storage from years 2000 through 2018.³⁰ It includes estimates for CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. The GHG inventory for California for years 2010 through 2018 is presented in Table VIII-3. As shown therein, the GHG inventory for California in 2018 was 425.4 million MTCO₂e.

**Table VIII-3
California GHG Inventory
(million metric tons CO₂e)**

	2013	2014	2015	2016	2017	2018	2019
Transportation	161.2	162.6	166.2	169.8	171.2	169.6	166.1
Electric Power	91.4	88.9	84.8	68.6	62.1	63.1	58.8
Industrial	91.7	92.5	90.3	89.0	88.8	89.2	88.2
Commercial & Residential	44.2	38.2	38.8	40.6	41.3	41.4	43.8
Agriculture	33.8	34.7	33.5	33.3	32.5	32.7	31.8
High GWP	16.8	17.7	18.6	19.2	20.0	20.4	20.6
Recycling & Waste	8.4	8.4	8.5	8.6	8.7	8.7	8.9
Total	447.5	443.0	440.7	429.1	424.6	425.1	418.2
<i>Source: California Air Resources Board (2021). California Greenhouse Gas Emission Inventory - 2021 Edition. Data available at: https://ww3.arb.ca.gov/cc/inventory/data/data.htm.</i>							

Existing Project Site Emissions. The Project Site is developed with 12,580 square feet of industrial manufacturing uses. GHG emissions associated with existing uses are shown in Table VIII-4.

²⁹ California Energy Commission, *Tracking Progress, Greenhouse Gas Emission Reductions*. <https://www.energy.ca.gov/data-reports/tracking-progress>. Accessed April 2020.

³⁰ A carbon inventory identifies and quantifies sources and sinks of greenhouse gases. Sinks are defined as a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compound for an indefinite period.

**Table VIII-4
Annual GHG Emissions Summary^a
(metric tons of carbon dioxide equivalent [MTCO₂e])**

Year	MTCO₂^a
Area ^b	2.1
Energy ^c (electricity and natural gas)	599.0
Mobile	86.7
Solid Waste ^d	40.5
Water/Wastewater ^e	72.6
Refrigerants	<u>4.5</u>
Total Emissions	806.4
^a CO ₂ e was calculated using CalEEMod model, version 2022.1. ^b Area source emissions are from landscape equipment and other operational equipment. ^c Energy source emissions are based on CalEEMod default electricity and natural gas usage rates. ^d Solid waste emissions are calculated based on CalEEMod default solid waste generation rates. ^e Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates. Source: DKA Planning, 2022. Modeling results included in Appendix E.	

IMPACT ANALYSIS

- a) **Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG emissions?**

Less Than Significant Impact. Whether the Project would generate GHG emissions that could have a significant impact on the environment is based on whether the Project would conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG emissions. As such, both of these Checklist Questions are addressed together.

Methodology and Thresholds of Significance

CEQA Guidelines Section 15064.4(a) assists lead agencies in determining the significance of the impacts of GHG emissions, giving lead agencies discretion to determine whether to assess impacts quantitatively or qualitatively, calling for a good-faith effort to describe and calculate emissions. The emissions inventory also demonstrates the reduction in a project’s incremental contribution of GHG emissions that results from regulations and requirements adopted as implementation efforts for these

plans for the reduction or mitigation of GHG emissions. As such, it provides further justification that a project is consistent with plans adopted for the purpose of reducing and/or mitigating GHG emissions by a project and over time. The significance of a project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The City, SCAQMD, Office of Planning and Research (OPR), CARB, California Air Pollution Control Officers Association (CAPCOA), and other applicable agencies have not adopted a numerical threshold of significance for assessing impacts related to GHG emissions. As a result, the methodology for evaluating a project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions.³¹ This evaluation is the sole basis pursuant to CEQA for determining the significance of a project's GHG-related impacts on the environment.

The analysis also calculates the amount of GHG emissions from the Project using recommended air quality models. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a). The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations requirements adopted to implement plans for reducing or mitigating GHG emissions. However, the significance of the Project's GHG emissions is not based on the amount of emissions from the Project.

Consistency with Applicable Plans and Policies

A consistency analysis has been provided that describes the Project's compliance with or exceedance of performance-based standards, and consistency with applicable plans and policies adopted for the purpose of reducing GHG emissions, specifically the City's 2021 CAP, which meets the six criteria in CEQA Guidelines Section 15183.5 and serves as the basis for the Project's significance evaluation. For informational purposes, this analysis also compares the Project's consistency with the applicable portions of the *Climate Change Scoping Plan*, the 2020-2045 RTP/SCS, and the City's Health and Safety Element.

OPR encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform project analyses. Statewide, the *Climate Change Scoping Plan* provides measures to achieve AB 32 and SB 32 targets. On a regional level, SCAG's 2020-2045 RTP/SCS contains measures to achieve VMT reduction required by SB 375. Ultimately, the City's CAP serves as the programmatic mitigation plan from which this analysis can tier.

³¹ CEQA Guidelines, Section 14 CCR 15064.4.

As noted in CEQA Guidelines Section 15064.4(b)(3), consistency with such plans and policies “must reduce or mitigate the project’s incremental contribution of greenhouse gas emissions.” To demonstrate such incremental reductions, this section estimates reductions of Project-related GHG emissions resulting from consistency with plans. Consistent with evolving scientific knowledge, approaches to GHG emissions reductions quantification may continue to evolve in the future.

Quantification of Emissions

This analysis quantifies the Project’s GHG emissions for informational purposes, taking into account the GHG emissions reduction features that would be incorporated into the Project’s design. This analysis relies on CalEEMod, a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory) to account for local requirements and conditions. The model is considered by SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG emissions impacts from land use projects throughout California.

This analysis quantifies the Project’s emissions and compares them to a Project without Reduction Features scenario, as defined by CARB’s most updated projections for AB 32 and SB 32. This comparison is included for informational purposes to disclose the relative carbon efficiency of the Project and to determine if there would be a reduction in the Project’s incremental contribution of GHG emissions based on compliance with regulations and requirements adopted to implement plans for reducing GHG emissions. The Project without Reduction Features scenario does not account for energy efficiency measures that would go beyond Title 24 building standards or trip reductions from the availability of public transit. However, the Project without Reduction Features does take into account regulatory measures included in the City’s CAP, CARB’s *Climate Change Scoping Plan*, SCAG’s 2020-2045 RTP/SCS, and the City’s General Plan Health and Safety Element.

Project GHG Emissions

Construction Emissions

The Project’s construction emissions were calculated using CalEEMod Version 2022.1. CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and included the mobile- source and fugitive dust emissions factors derived from CalEEMod.

The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment that would be used to remove existing pavement, grade, and excavate the Project Site; construct the proposed building and related improvements; and plant new landscaping within the Project Site.

In accordance with SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the assumed lifetime of the Project. Because emissions from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime GHG emissions for the Project. In addition, GHG emissions reduction measures for construction equipment are relatively limited. Thus, SCAQMD recommends that construction emissions be amortized over an assumed 30-year project lifetime, so that GHG emissions reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.³² As a result, the Project's total construction GHG emissions were divided by 30 to determine an approximate annual construction emissions estimate comparable to operational emissions.

Operational Emissions

Similar to construction, CalEEMod is used to calculate potential GHG emissions generated by new land uses on the Project Site, including area sources, electricity, natural gas, mobile sources, stationary sources (i.e., emergency generators), solid waste generation and disposal, and water usage/wastewater generation.

Area source emissions include landscaping equipment that are based on the size of the land uses (e.g., square footage or dwelling unit), the GHG emission factors for fuel combustion, and the GWP values for the GHG emissions emitted.

GHG emissions associated with electricity demand are based on the size of the land uses, the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHG emissions emitted. As with electricity, the emissions of GHG emissions associated with natural gas combustion are based on the size of the land uses, the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu), the GHG emission factors for natural gas combustion, and the GWP values for the GHG emissions emitted.

Mobile source GHG emissions are calculated based on an estimate of the Project's annual VMT, which is derived using CalEEMod based on the trip generation provided in the Transportation Study prepared for the Project. The CalEEMod-derived VMT values account for the daily and seasonal variations in trip frequency and length associated with new residential, employee, and visitor trips to and from the Project Site and other activities that generate a vehicle trip.

³² SCAQMD Governing Board Agenda Item 31, December 5, 2008.

Stationary source GHG emissions are based on proposed stationary sources (i.e., emergency generators) that would be provided on the Project Site.

GHG emissions associated with solid waste disposal are based on the size of the Project's proposed land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHG emissions emitted.

GHG emissions related to water usage and wastewater generation are based on the size of the land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution, electrical intensity factors for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHG emissions emitted.

The analysis of Project GHG emissions at buildout uses assumptions in CARB's EMFAC2014 model and also takes into account actions and mandates expected to be in force in 2024 (e.g., Pavley I Standards, full implementation of California's 33 percent RPS by 2030 and 50 percent by 2050 and the California LCFS). In addition, because mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of project-generated trips as a result of project features (e.g., close proximity to transit) would provide a proportional reduction in mobile source GHG emissions compared to a generic project without such locational benefits. Calculation of Project GHG emissions conservatively did not include actions and mandates that are not already in place but are expected to be enforced in 2024 (e.g., Pavley II, which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent). Similarly, emissions reductions regarding Cap-and-Trade were not included in this analysis as they applied to other future reductions in non-transportation sectors. As for the Cap-and-Trade program's benefits for the transportation sector, the analysis utilizes CARB's assumptions in EMFAC2021 for any short-term reductions in GHG emissions. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at buildout, because the state is expected to implement a number of policies and programs aimed at reducing GHG emissions from the land use and transportation sectors to meet the state's long-term climate goals.

Impact Discussion

Construction Emissions

Project construction is anticipated to be completed in 2024 with occupancy the same year. A summary of GHG emissions for each year of construction is presented in Table VIII-5. As shown, construction of the Project is estimated to generate a total of 312 MTCO₂e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year assumed lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual

GHG emissions inventory. This results in annual Project construction emissions of 10 MTCO_{2e}.

**Table VIII-5
Combined Construction-Related Emissions (MTCO_{2e})**

Year	MTCO_{2e}^a
2023	219
2024	<u>33</u>
Total	312
Amortized Over 30 Years	10
^a CO _{2e} was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file in Appendix E. Source: DKA Planning, 2022.	

Operational Emissions

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model and include emissions from landscape maintenance equipment, use of consumer products, and other everyday sources. As shown in Table VIII-6, the Project would result in about 2 MTCO_{2e} per year from area sources.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO₂ and other GHG emissions directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHG emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated for the Project using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG emissions intensity factors for SCE were selected in CalEEMod. The carbon intensity (pounds per megawatt an hour ([lbs/MWh])) for electricity generation was calculated for the Project buildout year based on SCE projections. A straight-line interpolation was performed to estimate the SCE carbon intensity factor for the Project buildout year. SCE’s

carbon intensity projections also take into account SB 350 RPS requirements for renewable energy.

**Table VIII-6
Annual GHG Emissions Summary (Buildout)^a
(metric tons of carbon dioxide equivalent [MTCO₂e])**

Source	MTCO ₂ ^a
Area ^b	2
Energy ^c (electricity and natural gas)	599
Mobile	87
Solid Waste ^d	73
Water/Wastewater ^e	41
Refrigerants	5
Construction	10
Total Emissions	816
^a CO ₂ e was calculated using CalEEMod and the results are provided in Appendix E. ^b Area source emissions are from landscape equipment and other operational equipment only; hearths omitted. ^c Energy source emissions are based on CalEEMod default electricity and natural gas usage rates. ^d Solid waste emissions are calculated based on CalEEMod default solid waste generation rates. ^e Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates. Source: DKA Planning, 2022. Refer to Appendix E.	

This approach is conservative, given the 2018 chaptering of SB 100 (De Leon), which requires electricity providers to provide renewable energy for at least 60 percent of their delivered power by 2030 and 100 percent use of renewable energy and zero-carbon resources by 2045. SB 100 also increases existing renewable energy targets, called Renewables Portfolio Standard (RPS), to 44 percent by 2024 and 52 percent by 2027.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., HVAC system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance Saturation Survey (RASS) studies. The data are specific for climate zones; therefore, Zone 11 was selected for the Project Site based on the zip code tool. Since these studies are based on older buildings, adjustments have been made to account for changes to

Title 24 building codes but do not reflect the 2019 Title 24 standards, which are applicable to the Project as the Project would be built after January 1, 2020. As such, these conservative estimates of energy and natural gas use are likely to be much higher than actual demand for sources subject to Title 24 standards (e.g., space heating, cooling, water heating, ventilation, hot water).

As shown in Table VIII-6, Project GHG emissions from electricity and natural gas usage would result in a total of 599 MTCO_{2e} per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, employees, visitors, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

Mobile source operational GHG emissions were calculated using CalEEMod and are based on the Project trip-generation estimates. To calculate daily trips, the number of hotel rooms and amount of building area for the restaurant uses were multiplied by the applicable trip-generation rates based on ITE Trip Generation, 10th Edition.

The Project represents an infill development within an urbanized area. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for transportation-related design techniques. These techniques would reduce vehicle trips and VMT associated with the Project relative to the standard ITE trip generation rates, which would result in a comparable reduction in VMT and associated GHG emissions. Techniques applicable to the Project include the following (a brief description of the Project's relevance to the measure is also provided):

- CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use): The Project would introduce new uses on the Project Site, including new self-storage uses that support residents and businesses. The increases in land use diversity on the Project Site would reduce vehicle trips and VMT by encouraging visitors to use non-automotive forms of transportation (i.e., public transit), which would result in corresponding reductions in transportation-related emissions.
- CAPCOA Measure LUT-5 – Increase Transit Accessibility: Project employees could take public transit to/from the Project Site, given the site's proximity to several Metro and Long Beach Transit bus routes.

CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the project (primary, diverted, and pass-by trips).

As shown in Table VIII-6, the Project GHG emissions from mobile sources would result in a total of 87 MTCO_{2e} per year. This estimate reflects reductions attributable to the Project's characteristics (e.g., infill project near transit that supports multi-modal transportation options), as described above.

Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in Table VIII-6, the Project scenario is expected to result in a total of 73 MTCO_{2e} per year from solid waste that accounts for a 50-percent recycling/diversion rate.

Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated for the Project using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG emissions intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG emissions intensity factors for SCE were selected in CalEEMod.

As shown in Table VIII-6, Project GHG emissions from water/wastewater usage would result in a total of 41 MTCO_{2e} per year, which reflects a 20-percent reduction in water/wastewater emissions consistent with building code requirements as compared to the Project without sustainability features related to water conservation.

Refrigerants

Emissions related to cooling structures and refrigeration needs were calculated using the CalEEMod emissions inventory model. As shown in Table VIII-6, the Project scenario is expected to result in a total of 5 MTCO_{2e} per year from use of refrigerants that used HFCs and have high GWP values.

Combined Construction and Operational Emissions

As shown in Table VIII-6, when taking into consideration implementation of project design features, including the requirements set forth in the City’s Green Building Code and the full implementation of current state mandates, the GHG emissions for the Project would equal 10 MTCO₂e annually (as amortized over 30 years) during construction.

Estimated Reduction of Project Related GHG Emissions Resulting from Consistency with Plans

As noted earlier, the approach used in this analysis to demonstrate the Project’s consistency with GHG emissions reductions plans includes assessing how the Project would reduce its incremental contribution through a Project-Without-Reduction-Features comparison. This analysis includes potential emissions under a Project-Without-Reduction-Features scenario and from the Project at build-out based on actions and mandates in force in 2024.

As shown in Table VIII-7, the emissions for the Project and its associated CARB 2024 Project-Without-Reduction-Features scenario are estimated to be 816 and 1,287 MTCO₂e per year, respectively, which shows the Project would reduce emissions by 38 percent from CARB’s 2024 Project-Without-Reduction-Features scenario.

For informational purposes, the analysis in this section uses the 2017 Scoping Plan’s statewide goals as one approach to evaluate the Project’s incremental contribution to climate change. The methodology is to compare the Project’s emissions as proposed to the Project’s emissions as if the Project were built using a Project-Without-Reduction-Features approach in terms of design, methodology, and technology. This means the Project’s emissions were calculated as if the Project was constructed with project design features to reduce GHG emissions that are not required by state or local code and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan’s cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its Project-Without-Reduction-Features comparison based on the Scoping Plan is appropriate, because the Project would contribute to statewide GHG emissions reduction goals. Specifically, the Project’s infill nature provides opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. Second, it could reduce vehicle trip length, because travel to and from the Project Site would likely occur from residents in the City and/or in close proximity to the site. Finally, the Project would attract existing trips on the street network that would divert to the proposed uses.

**Table VIII-7
Estimated Reduction of Project-Related GHG Emissions
Resulting from Consistency with Plans**

Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	2	2	-	0%
Energy Sources	1,033	599	-434	-42%
Mobile Sources	124	87	-37	-30%
Waste Sources	73	73	-	0%
Water Sources	41	41	-	0%
Refrigerants	5	5	-	0%
Construction	<u>10</u>	<u>10</u>	-	<u>0%</u>
Total Emissions	1,287	816	-471	38%
<p><i>Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.</i></p> <p><i>* NAT scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State’s renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).</i></p> <p><i>Source: DKA Planning, 2022.</i></p>				

Consistency with Applicable Plans and Policies

The discussion below describes the extent the Project complies with or exceeds the performance-based standards included in the City’s 2021 CAP. It also provides informational consistency analyses with the *Climate Change Scoping Plan*, the 2020-2045 RTP/SCS, and the Health and Safety Element of the City’s General Plan, each of which identify GHG-emissions-reducing measures that directly and indirectly apply to the Proposed Project. As demonstrated herein, the Project would be consistent with the City’s CAP and other applicable GHG remissions reduction plans and policies.

City of Paramount 2021 CAP

As illustrated in Table VIII-8, the Project would be consistent with the relevant measures in the City’s CAP. While the Project is not residential and would not advance sustainability measures tied to housing, it would generally support residential and commercial growth that requires storage space. Further, as discussed later this analysis, the Project would help reduce GHG emissions consistent with the CAP’s overall objective of a 40 percent

reduction from 1990 levels. Thus, the Project would be consistent with the City’s 2021 CAP.

**Table VIII-8
Consistency with the City’s 2021 Climate Action Plan**

Measure: Goal	Consistency Analysis
<p>RE1 (Increase Local Renewable Energy Generation): Increase local rooftop solar PV installations by 250 to 500 residential buildings by 2030 from a 2010 baseline; and increase local rooftop solar PV installations by 50 commercial buildings by 2030 from a 2010 baseline.</p>	<p>Consistent. The Project’s roof includes an area for solar installation.</p>
<p>RE2 (Promote and Maximize Community Choice Energy (CCE) and Utility Clean Energy Offerings): Maintain community enrollment in municipal and community electricity accounts in Clean Power Alliance; and enroll 20% of the community in “Clean” or “100% Green” Clean Power Alliance Options.</p>	<p>Not Applicable. This measure calls on the community at large to switch from Southern California Edison and Southern California Gas to the Clean Power Alliance, which has a carbon-free portfolio. The Project would not interfere with utility customers in their decisions about switching utility providers.</p>
<p>RE3 (Promote Electrification of Buildings and Appliances): Increase the number of natural gas appliances (e.g., water heaters, stoves, clothes dryers) replaced with electric or solar alternatives; and decrease number of new buildings and major renovations connecting to natural gas infrastructure.</p>	<p>Not Applicable. The Project is a self-storage facility with negligible need for appliances. Given the lack of spaces that need heating, the bulk of energy demand would likely be electrical power.</p>
<p>TR1 (Support Fuel-Efficient and Alternative-Fuel Vehicles): Increase the number of plug-in electric vehicles (PEVs) and other zero-emissions vehicles (ZEVs) in the community to a level in line with state goals, including the Mobile Source Strategy and Governor’s Orders calling for 5 million ZEVs in the state by 2030; increase miles driven by ZEVs in the community; and increase the number of electric charging stations within the city.</p>	<p>Not Applicable. This measure calls on the community at large to purchase PEVs and ZEVs and replace carbon-based fuel vehicles over time. The Project would not interfere with this measure.</p>
<p>TR2 (Improve Pedestrian and Bicycle Infrastructure): Increase miles dedicated to pedestrian and bicycle paths; and increase number of trips taken by bicycle.</p>	<p>Not Applicable. This measure calls on the City to design, fund, and construct infrastructure for active transportation over time. The Project would not interfere with this measure.</p>

**Table VIII-8
Consistency with the City's 2021 Climate Action Plan**

Measure: Goal	Consistency Analysis
<p>TR3 (Expand Public Transit Options and “First Mile/Last Mile” Connectivity): Increase transit network coverage; increase “first/last mile” transit connectivity; and increase transit ridership.</p>	<p>Not Applicable. This measure calls on Los Angeles County Metropolitan Transportation Authority (Metro), and other public agencies to expand public transit options to shift people from cars to alternative transportation modes. The Project would not interfere with this measure.</p>
<p>TR4 (Expand Car Sharing, Bike Sharing, and Ride Sharing): Increase percentage of residents within half-mile of bike share station; and increase percentage of residents within half-mile of care share option/pod.</p>	<p>Not Applicable. The Project does not include residential uses.</p>
<p>TR5 (Infrastructure to Improve Traffic Safety and Flow): Add high-occupancy vehicles (HOV) and express lanes along major freeways.</p>	<p>Not Applicable. This measure calls on Caltrans, Metro, and other regional agencies to plan, design, and construct carpool lanes. The Project would not interfere with this measure.</p>
<p>TR6 (Support Transportation Demand Management (TDM)): By 2030, achieve 10 percent increase in local companies participating in TDM programs, from a 2010 baseline.</p>	<p>Not Applicable. This measure calls the Southern California Association of Governments, the City, and other public agencies to promote TDM programs to local employers. The Project would not interfere with this measure.</p>
<p>LU1 (Promote Smart Growth, Transit-Oriented Development (TOD) and Complete Neighborhoods): By 2030, increase residential and employment density by 15 percent as compared to business-as-usual.</p>	<p>Consistent. The Project will increase the development density on this Project Site, which is zoned M-2 (Heavy Manufacturing). While such zoning does not call for residential and job-dense uses, the Project would support residential and commercial growth that requires more storage.</p>
<p>WA1 (Promote Water Conservation): By 2030, achieve a 30 percent per capita reduction in water consumption from a 2010 baseline.</p>	<p>Consistent. The Project is a self-storage facility, a generally passive land use with minimal water consumption, especially as compared to other industrial and commercial land uses.</p>
<p>WA2 (Promote Water Recycling and Greywater Use): Increase the number of greywater and rainwater catchment permits issued annually; and increase extent of purple pip installed and volume of reclaimed water provided to the city.</p>	<p>Not Applicable. The Project calls on the Building Division to expand infrastructure that will promote water conservation. The Project would not interfere with this measure.</p>

**Table VIII-8
Consistency with the City's 2021 Climate Action Plan**

Measure: Goal	Consistency Analysis
<p>WR1 (Solid Waste Diversion Programs): By 2030, strive to divert 90 percent of all solid waste from landfills.</p>	<p>Consistent. The Project would be consistent with solid waste regulations, including AB 939, which calls for 50 percent diversion rates for solid waste management agencies. It would also be subject to CALGreen requirements for recycling and/or salvaging 65 percent or more of nonhazardous construction and demolition waste.</p>
<p>GA1 (Support Urban Tree-Planting, Park Access, and Green Infrastructure): Support tree canopy city-wide by 10 percent by 2030; and increase permeable pavement Citywide by 2030.</p>	<p>Consistent. The Project would redevelop an industrial site with no landscaping or trees with a ten-foot wide landscape buffer along Minnesota Avenue and five-foot wide landscaping along the side yards and rear yard setbacks.</p>
<p>GA2 (Support Sustainable Food and Urban Farming): Increase number of local farmers and increase number of urban farms and community gardens.</p>	<p>Not Applicable. This measure calls for incentives and programs to encourage locally-grown food. This Project would not conflict with this sustainability initiative.</p>
<p>GB1 (Engage and Partner with Local Industries and Businesses to Reduce Emissions): Increase local participation in green business programs; Increase local business participation in utility programs; and raise local awareness of emissions-reduction funding programs.</p>	<p>Not Applicable. This measure calls for incentives and programs to encourage green businesses. This Project would not conflict with this sustainability initiative.</p>
<p>GB2 (Grow the Local Green Economy): Increase the number of individuals trained for green jobs; and increase the number of cleantech businesses and jobs.</p>	<p>Not Applicable. This measure calls for incentives and programs to encourage green jobs. This Project would not conflict with this sustainability initiative.</p>
<p><i>Source; DKA Planning 2022</i></p>	

Climate Change Scoping Plan

The Project would be consistent with its objectives and the GHG reduction-related actions and strategies of the 2017 Scoping Plan. The 2017 Scoping Plan and the SB 32 objectives that drive it involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. Although a number of these strategies are currently promulgated, some have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. Based on the

analysis in Table VIII-9, the Project would be consistent with the State's Climate Change Scoping Plan and thus, impacts related to consistency with the Scoping Plan would be less than significant impact.

In addition to the Project's consistency with applicable GHG reduction regulations and strategies, the Project would not conflict with future anticipated statewide GHG reductions goals. Specifically, CARB has outlined strategies for achieving the 2030 reduction target of 40 percent below 1990 levels, as mandated by SB 32. These strategies include renewable resources for half of the State's electricity by 2030, increasing the fuel economy of vehicles and the penetration of zero-emission or hybrid vehicles into the vehicle fleet, reducing the rate of growth in VMT, supporting high-speed rail and other alternative transportation options, and use of high-efficiency appliances, water heaters, and HVAC systems.

The Project would also benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources. SCE has committed to increasing renewable sources that exceed the Renewables Portfolio Standard requirements. The Project would also include energy-efficient mechanical systems. The Project would also benefit from statewide efforts to improve fuel economy of vehicles.

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<p>Senate Bill 350 (SB 350):</p> <p>The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.^a</p> <p>Required measures include:</p> <ul style="list-style-type: none"> • Increase RPS to 50 percent of retail sales by 2030. • Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. • Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets 	<p>CPUC, CEC, CARB</p>	<p>Consistent. The Project Site is located within the service area of SCE and would receive electricity service from SCE. SCE is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As SCE would provide electricity service to the Project Site, by 2030 the Project would use electricity consistent with the requirements of SB 350.</p> <p>As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.</p> <p>The Project’s compliance with CalGreen and Title 24 energy efficiency standards, which have been incorporated into the City’s Green Building Standards Code, would ensure Project consistency with this action/strategy.</p>

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
through a combination of measures as described in IRPs.		
<p>Senate Bill 100 (SB 100):</p> <p>The California Renewables Portfolio Standard Program (2018) requires a Statewide renewables energy portfolio that requires retail sellers to procure renewable energy that is at least 50 percent by December 31, 2026 and 60 percent by December 31, 2030. It would also require that local publicly owned electric utilities procure a minimum quantity of electricity from renewable energy resources achieve 44 percent of retail sales by December 31, 2024 and 60 percent by December 31, 2030</p>	LADWP, CPUC	<p>Consistent. The Project Site is located within the service area of SCE and would receive electricity service from SCE. SCE is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. The Project’s compliance with CalGreen and Title 24 energy efficiency standards, which have been incorporated into the City’s Green Building Standards Code, would ensure Project consistency with this action/strategy.</p>
<p>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</p> <ul style="list-style-type: none"> • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. 	CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies	<p>Consistent. CARB approved the Advanced Clean Cars Program in 2012 that establishes an emissions control program for model year 2017 through 2025. Standards under the Advanced Clean Cars Program The Program also requires auto manufacturers to produce an increasing number of zero emission vehicles in the 2018 through 2025 model years. Extension of the Advanced Clean Cars Program has not yet been adopted, but it is expected that measures will be introduced to increase GHG emissions reductions stringency on light duty autos and continue adding zero emission and plug in vehicles through 2030.</p> <p>CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology</p>

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<ul style="list-style-type: none"> • Innovative Clean Transit: Transition to a suite of to-be- determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard. • Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in 		<p>buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.^{b,c}</p> <p>GHG emissions generated by Project-related vehicular travel would benefit from this regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions estimates conservatively do not include this additional 34-percent reduction in mobile source emissions, as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted.</p> <p>SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Project represents an infill development within an existing urbanized area. Therefore, the Project would be consistent with SB 375 and the 2020-2045. RTP/SCS.</p>

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
the document “Potential VMT Reduction Strategies for Discussion.”		
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)	CARB	<p>Consistent. Under SB 375, the CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, the CARB established targets for 2020 and 2035 for each region. As required under SB 375, the CARB is required to update regional GHG emissions targets every 8 years. As part of the 2018 updates, the CARB has proposed a passenger vehicle related GHG emissions reduction of 19 percent for 2035 for the SCAG region, which is more stringent than the current reduction target of 13 percent for 2035.</p> <p>The Project would help achieve GHG emissions reductions from passenger vehicle use as a result of the Project’s infill nature and provision of a self-storage use within proximity to a residential population with storage needs.</p>
<p>By 2019, adjust performance measures used to select and design transportation facilities.</p> <ul style="list-style-type: none"> Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection). 	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	Not Applicable. The Project does not include construction of transportation facilities.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission	CalSTA, Caltrans, CTC,	Not Applicable. The Project is not involved in policy making. However, the Project would help achieve GHG

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<p>vehicle zones for heavy duty, road user, parking pricing, transit discounts).</p>	<p>OPR/SGC, CARB</p>	<p>emissions reductions from passenger vehicle use as a result of the Project’s infill nature and provision of a self-storage use within proximity to a residential population with storage needs.</p>
<p>Implement California Sustainable Freight Action Plan:</p> <ul style="list-style-type: none"> • Improve freight system efficiency. • Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030. 	<p>CARB</p>	<p>Not Applicable. The Project land uses would not include freight transportation or warehousing. However, the Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.</p>
<p>Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.</p>	<p>CARB</p>	<p>Not Applicable. This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation, because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors.</p> <p>The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California’s transportation fuels by 2020. On September 27, 2018, CARB amended the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030.</p>

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<p>Implement the Short-Lived Climate Pollutant Strategy by 2030:</p> <ul style="list-style-type: none"> • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. • 50 percent reduction in black carbon emissions below 2013 levels. 	<p>CARB, CalRecycle, CDFA, SWRCB, Local air districts</p>	<p>No Conflict. Senate Bill 605 (SB 605) was adopted in 2014 and directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels. The Project would comply with the CARB SLCP Reduction Strategy by using HVAC equipment with lower GWP refrigerants.</p>
<p>Implement the post-2020 Cap-and-Trade Program with declining annual caps.</p>	<p>CARB</p>	<p>Not Applicable. This applies to state regulators and is not applicable to a development project. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the state’s Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.</p>
<p>Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018</p>	<p>CARB</p>	<p>Not Applicable. This applies to state regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.</p>
<p>Implement Forest Carbon Plan</p>	<p>CNRA, CAL FIRE, CalEPA and</p>	<p>Not Applicable. This applies to state regulators and is not applicable to a development project. This regulatory program applies to state and federal forest land, not directly related to development of the Project. However,</p>

**Table VIII-9
Consistency Analysis—Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
	departments within	the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not Applicable. This applies to state regulators and is not applicable to a development project. Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.
<p>^a Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547. ^b CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm. ^c CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), www.arb.ca.gov/msprog/actruck/actruck.htm. ^d CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm. ^e CARB, Reducing Short-Lived Climate Pollutants in California, www.arb.ca.gov/cc/shortlived/shortlived.htm. ^f CARB, Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions, www.calrecycle.ca.gov/climate/slcp/.</p> <p>Source: California Air Resources Board (CARB), California’s 2017 Climate Change Scoping Plan, November 2017.</p>		

Regional: 2020-2045 RTP/SCS

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which calls for more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2020-2045 RTP/SCS includes strategies for accommodating projected population, household, and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increased growth in walkable, mixed-use communities and HQTAs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Table VIII-10 provides a comparison of the Project against the GHG-related performance measures of the 2020-2045 RTP/SCS.

**Table VIII-10
Consistency with the 2020-2045 RTP/SCS**

Objectives	Consistency Analysis^a
Increase percentage of region’s total household growth occurring within HQTAs.	Not Applicable. The Project does not include residential uses. Nevertheless, the Project would not reduce housing stock in the City and would not inhibit the City’s efforts to add to the supply and diversity of housing in metropolitan Los Angeles County.
Increase percent of the region’s total employment growth occurring within HQTAs.	Consistent. The Project is an infill development that would create jobs, consistent with the 2020-2045 RTP/SCS policies and would focus on growth in an urban setting.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	Consistent. The Project is an infill development that would not add to sprawl development in greenfield or rural areas on the fringes of Southern California.
Decrease daily vehicle miles driven per person.	Consistent. The Project is an infill development that would provide a self-storage use for residents in the surrounding area, minimizing travel distances of Project users. Self-storage users do not typically drive to and from their storage units on a daily basis. Employees of the Project could use existing transit located near the Project

**Table VIII-10
Consistency with the 2020-2045 RTP/SCS**

Objectives	Consistency Analysis^a
	Site on Alondra Boulevard and Garfield Avenue, thereby contributing toward reducing traffic congestion.
Decrease average daily distance traveled for work and non-work trips (in miles).	Consistent. The Project is an infill development that would provide a self-storage use for residents in the surrounding area, minimizing travel distances of Project users. Self-storage users do not typically drive to and from their storage units on a daily basis. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Garfield Avenue, thereby contributing toward reducing traffic congestion.
Increase percentage of work and non-work trips which are less than 3 miles in length.	Consistent. The Project is an infill development that would provide a self-storage use for residents in the surrounding area, minimizing the number of trips and travel distances of Project users. Self-storage users do not typically drive to and from their storage units on a daily basis.
Increase share of short trip lengths for commute purposes.	Consistent. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Garfield Avenue, thereby contributing toward reducing traffic congestion.
Decrease average minutes of delay experienced per capita due to traffic congestion.	Consistent. The Project is an infill development that would provide a self-storage use for residents in the surrounding area, minimizing vehicle trips, travel distances and duration, and traffic congestion. Self-storage users do not typically drive to and from their storage units on a daily basis. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Garfield Avenue, thereby contributing toward reducing traffic congestion.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	Not Applicable. As a self-storage development, the Project would not affect reference or actual traffic speeds.

**Table VIII-10
Consistency with the 2020-2045 RTP/SCS**

Objectives	Consistency Analysis^a
Decrease excess travel time for heavy-duty trucks result from the difference between reference speed and actual speed.	Not Applicable. As a self-storage development, the Project would not generate heavy-duty truck traffic and as such, the Project would not affect heavy-duty truck travel.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	Consistent. The Project is an infill development that would provide a self-storage use for residents in the surrounding area, minimizing PM peak-hour trips and travel distance and duration. Self-storage users do not typically drive to and from their storage units on a daily basis. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Garfield Avenue.
Increase percentage of trips that use transit (work and all trips).	Consistent. The Project is an infill development that would provide self-storage uses for residents in the surrounding area. Self-storage users do not typically drive to and from their storage units on a daily basis. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Garfield Avenue.
Decrease average travel time to work (all modes).	Consistent. Employees of the Project could use existing transit located near the Project Site on Alondra Boulevard and Vermont Avenue.
Increase percentage of trips using either walking or biking (by trip type).	Consistent. The Project would include bicycle parking, which would provide employees of the Project the option to cycle to/from work.
Reduce per capita GHG emissions (from 2005 levels).	Consistent. The Project would contribute to a reduction of GHG emissions when compared to 2005 levels, by virtue of the Project's infill nature and close proximity to residents in need of a self-storage use, thereby minimizing the number of traffic trips, trip length, and trip duration and as such, minimizing associated GHG emissions.

**Table VIII-10
Consistency with the 2020-2045 RTP/SCS**

Objectives	Consistency Analysis^a
<p>Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV).</p>	<p>Consistent. The purpose of the Objective is ultimately to reduce the number of vehicles on the road by encouraging SOV drivers to choose ride-share or alternative transportation options. The Project includes development of a self-storage facility, which does not generate a predictable daily pattern of traffic trips, like residential uses or typical commercial uses that provide employment and generate commuter trips. Self-storage users are not likely to use ride-share, transit, or cycling options to travel to/from the Project Site. However, because the target users of the proposed self-storage facility are residents that live within close proximity to the Project Site who are in need of storage options, the Project would minimize traffic trips in general.</p>
<p><i>Source: 2020-2045 RTP/SCS, September 2020.</i></p>	

City of Paramount General Plan Health and Safety Element

The Project would be consistent with the City’s General Plan. While the Health and Safety Element addresses global climate change, the element’s 17 policies are geared toward Citywide efforts to develop strategies to address community resiliency and adaptation to climate change’s impacts. As such, they do not apply to development projects. One exception is Policy 52, which calls to “[i]mprove the energy efficiency and weatherization of homes and businesses to reduce energy costs and carbon pollution.” The Project would do that by replacing older, energy inefficient uses with a new development that would comply with current Title 24 and Green Building requirements, which would conserve energy and water use.

Conclusion

In summary, the consistency analysis provided above demonstrates that the Project complies with the applicable plans, policies, regulations, and GHG emissions reduction actions/strategies outlined in the *Climate Change Scoping Plan and Update*, the 2020–2045 RTP/SCS, and the City’s Health and Safety Element. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the Project’s incremental contribution of GHG emissions. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the

purpose of reducing emissions of GHG emissions. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to climate change would be less than significant.

Post-2030 Considerations

Recent studies show that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050, if additional appropriate reduction measures are adopted.³³ Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the state to meet the 2050 target. Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016, and requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. As discussed above, the new plan outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

As discussed above, SCAG's 2020-2045 RTP/SCS establishes a regulatory framework for achieving GHG emissions reductions from the land use and transportation sectors pursuant to SB 375 and the state's long-term climate policies. The 2020-2045 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors.

The Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG emissions reductions from the land use and transportation sectors required by SB 375, which in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state climate targets for 2030 and beyond. In addition, the Project would be consistent with the Actions and Strategies set forth in

³³ *Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors.*

the 2020-2045 RTP/SCS. Therefore, the Project would be consistent with the 2020-2045 RTP/SCS.

Locally, the City will likely update its 2021 CAP to address long-term 2050 climate change objectives. As with the State and regional plans, the Project would incrementally help implement the City's CAP and reduce its carbon footprint over time.

Cumulative Impacts

The analysis of the Project's GHG emissions impacts above is a cumulative impact analysis. As concluded there, the Project's contribution to GHG emissions impacts would not be cumulatively considerable.

Mitigation Measures

No significant impacts related to GHG emissions have been identified, and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. During the Project's construction phase, the types of hazardous materials that could be used would be typical materials necessary for construction of a commercial development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require

the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be conducted in accordance with all applicable federal, state, and local regulations governing such activities.

As a self-storage facility, the types of hazardous materials that could be used as part of its operation would include cleaning supplies and landscaping fertilizers/pesticides that are typical of a self-storage use, all of which would be used and stored in accordance with manufacturer requirements. In addition, the storage of hazardous materials would be prohibited within the individual storage units. Thus, the Project would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment. Therefore, Project impacts related to hazardous materials would be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project (refer to Appendix F) by Salem Engineering Group, Inc. (Salem). The purpose of the Phase I ESA was to determine if there are any recognized environmental concerns (RECs) associated with the Project Site.³⁴ The Phase I ESA included site reconnaissance, a review of current and historical data describing the development of the Project Site, and an environmental records search. Salem noted no RECs, historical RECs, controlled RECs, or de minimis conditions were identified in connection with the Project Site. Additionally, no off-site RECs were identified that would impact the Project Site.

Given the age of the existing structures, it is possible that asbestos-containing materials (ACMs) and lead-based paint (LBP) could be encountered at the Project Site during the demolition and remodeling period. As such, the Project Applicant would be required, as part of the Project permitting process, to provide a letter to the Building and Safety Division from a qualified asbestos abatement consultant indicating that no ACMs are present in the building. If ACMs are found to be present, the ACMs would need to be abated in compliance with CAQMD's Rule 1403, as well as other applicable state and federal rules and regulations. Also, the Project Applicant would be required as part of the Project permitting process to submit an LBP survey to the Building and Safety Division. Should LBP materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.

³⁴ An REC is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

For these reasons, the Project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, Project impacts related to this issue would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No schools are located within 0.25 miles of the Project Site. The school closest to the Project Site is Wesley Gaines Elementary School, located approximately 0.4 miles southwest of the Project Site. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts related to this issue would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project is not included on any list compiled pursuant to Government Code Section 65962.5 (i.e., certain hazardous waste facilities, sites that include leaking USTs, landfills with migrating hazardous waste).³⁵ Thus, the Project would not create a significant hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is not located within two miles of a public airport. The closest airport is the Compton/Woodley Airport located approximately 4.2 miles west of the site. The Project would not result in a safety hazard or excessive noise for people residing or working in the Project Site area. Therefore, no impacts related to this issue would occur.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. All construction staging for the Project would occur on the Project Site and would not interfere

³⁵ Department of Toxic Substance Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed July 2022.

with travel conditions near the site. Thus, the Project would not impair implementation of or physically interfere with the Local Hazard Mitigation Plan or any other adopted emergency response plan or emergency evacuation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

g) Would the project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project is located in a highly urbanized area of the City that is not subject to wildland fires. Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No mitigation measures are required.

Cumulative Impacts

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the boundaries of the Project Site. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an acceptable level. As stated previously, with mitigation, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant Project cumulative impacts related to hazards and hazardous materials would occur.

Mitigation Measures

No significant impacts related to hazards and hazardous materials have been identified, and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

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

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?

Less Than Significant Impact. In its existing condition, the Project Site is completely developed with impervious surfaces (i.e., buildings and asphalt/concrete). During storm events, stormwater that encounters the Project Site sheet flows to Minnesota Avenue and to the City's local storm drain system. For the Project's construction and operational phases, the Project Applicant would be required to prepare a LID report that outlines construction and post-construction BMPs. Per Chapter 8.20 of the City's Municipal Code, no person shall commence any construction activity for which a permit is required by Chapter 10 of the Municipal Code without implementing all stormwater and runoff pollution measures required by such permit. The Project Applicant would be required to adhere to the minimum BMPs for the construction site that could include: limiting grading during rain events; planting vegetation on slopes; covering slopes susceptible to erosion; maintaining stockpiles of soil on-site; and containing runoff, spills, and equipment on-site. Post-construction BMPs could include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. The LID report would also outline standards and practices for stormwater pollution mitigation and provide documentation to demonstrate compliance with the municipal NPDES permit on Project plans and permit application submitted to the City. Through compliance with existing regulations, Project impacts related to water quality would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. In its existing condition, the Project Site is completely developed with impervious surfaces (i.e., buildings and asphalt/concrete). During storm events, stormwater that encounters the Project Site sheet flows to Minnesota Avenue and to the City's local storm drain system. No stormwater at the Project Site reaches groundwater levels. As such, the Project Site is not a source of groundwater recharge. Under the Project, all stormwater would be directed toward a BMP structure and/or the local storm drain system. Additionally, all water consumption associated with the Project would be supplied by the City. Thus, the Project would have no effect on groundwater supplies or recharge, and no impacts related to this issue would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site?

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Refer to response to Checklist Question X(b) (Hydrology and Water Quality – Soil Erosion/Loss of Topsoil).

ii) Substantially increase the rate or amount or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As stated previously, in its existing condition, the Project Site is completely developed with impervious surfaces (i.e., buildings and asphalt/concrete). During storm events, stormwater that encounters the Project Site sheet flows to Minnesota Avenue and to the City’s local storm drain system. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building and associated surface parking and landscaping. The Project would not change the amount of impervious surface at the Project Site or the amount of stormwater flow compared to the existing condition. Nonetheless, the Project Applicant would still be required to implement BMPs and to develop appropriate drainage infrastructure on the site to meet regulatory water quality requirements and to control drainage from the site to not exceed existing rates. Thus, the Project would not increase the runoff from the site entering the City’s existing storm drain facilities. As such, the Project would not cause flooding on- or off-site. Therefore, Project impacts related to surface runoff would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. As stated previously, in its existing condition, the Project Site is completely developed with impervious surfaces (i.e., buildings and asphalt/concrete). During storm events, stormwater that encounters the Project Site sheet flows to Minnesota Avenue and to the City’s local storm drain system. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building and associated surface parking and landscaping. The Project would not change the amount of impervious surface at the Project Site or the amount of stormwater flow compared to the existing condition. Nonetheless, the Project Applicant would still be required to implement BMPs and to develop appropriate drainage infrastructure on the site to meet regulatory water quality requirements and to control drainage from the Project Site to not exceed existing rates. Thus, the Project would not increase the runoff from the site entering the City’s existing storm drain facilities. As such, the Project would not exceed the capacity of the

existing or planning drainage system. Therefore, Project impacts related to storm drain capacity would be less than significant.

iv) Impede or redirect flood flows?

No Impact. The Project Site is located in an area of minimal flood risk (Zone X) and is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA).³⁶ Thus, the Project would not have the potential to impede or redirect flood flows. Therefore, no impacts related to this issue would occur. No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Project Site is not located near any large bodies of water and is not in an area susceptible to seiche or tsunamis. Therefore, the Project would not create a risk of release of pollutants due to project inundation associated with a flood hazard, tsunami, or seiche.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed previously in response to Checklist Question X(a) (Hydrology and Water Quality – Water Quality), Project impacts related to water quality would be less than significant. As discussed in response to Checklist Question X(b) (Hydrology and Water Quality – Groundwater), no impacts related to groundwater would occur as a result of the Project.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). The site of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID requirements and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, cumulative impacts related to hydrology and water quality would be less than significant.

³⁶ FEMA, <https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor>, accessed July 12, 2022.

Mitigation Measures

No significant impacts related to hydrology and water quality have been identified, and no mitigation measures are required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project physically divide an established community?

No Impact. The Project Site is located in an urbanized area of the City and is currently developed. The Project Site is surrounded by existing development and roadway and utility infrastructure. Thus, the Project would not physically divide an established community. Therefore, no impacts related to this issue would occur as a result of the Project.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or adopted plan for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As discussed below, the Project would be substantially consistent with all applicable plans, policies, and regulations associated with development of the Project Site and would not result in any significant environmental impacts due to land use conflicts. Therefore, Project impacts related to this issue would be less than significant.

Regulatory Framework

Regional Plans

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated MPO, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

2020-2045 RTP/SCS

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through the regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for the CARB to develop GHG emissions reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions.

In September 2008 Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger Vehicle Miles Traveled (VMT) and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. As the federally-designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. SCAG is also a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP.

CARB set GHG reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 1, 2018. Adopted on September 3, 2020, SCAG's long-range plan, the 2020-2045 RTP/SCS (Connect SoCal), serves as the roadmap to fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the previous 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55

percent of the region's future employment growth by 2040.³⁷ HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption. In addition, HQTAs concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As a result, HQTAs are vital to the attainment of regional GHG emissions reduction targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, reducing automobile use and, crucially, associated GHG emissions.

Discussion of Project Consistency with the 2020-2045 RTP/SCS

The Project's consistency with the 2020-2045 RTP/SCS is discussed in Table VIII-9 in response to Checklist Question VIII (b) (Greenhouse Gas Emissions – Consistency with GHG Emissions Reduction Plans, Policies, or Regulations). As discussed there, the Project would be substantially consistent with the 2020-2045 RTP/SCS. Therefore, no impacts related to consistency with the 2020-2045 RTP/SCS would occur as a result of the Project.

South Coast Air Quality Management District

Air Quality Management Plan

The Project Site is located within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the AQMP, and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and VMT. Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking

³⁷ SCAG, *Final 2016-2040 RTP/SCS, April 2017*. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

Discussion of Project Consistency with the AQMP

Consistency of the Project with the AQMP is discussed in response to Checklist Question III(a) (Air Quality – AQMP Consistency). As discussed there, the Project would be substantially consistent with the AQMP. Therefore, no impacts related to consistency with the AQMP would occur as a result of the Project.

Local Plans

City of Paramount

General Plan

The Paramount General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the State requires local general plans to consider: land use, circulation, housing, noise, safety, conservation, and open space. In addition, the General Plan addresses other issues of concern to the community, including economic development, urban design, recreation, and environmental justice. Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental regulations and policies implemented by local agencies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies, whether recent or from decade-old decisions that may even predate City incorporation.

The Paramount General Plan consists of nine elements (including a standalone Environmental Justice Element) that comply with the requirements of California Government Code Section 65300, et. seq. The elements that comprise the Paramount General Plan include the following:

- The *Land Use Element* designates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan. This Element complies with state requirements for a land use element.

- The *Transportation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities. This Element complies with state requirements for a circulation element.
- The *Resources Element* indicates the City's policies with respect to the conservation and preservation of important natural and man-made resources. This Element complies with state requirements for both a conservation element and an open space element. The scope of this Element has also been expanded to consider issues related to parks and recreation.
- The *Health and Safety Element* identifies the City's policy relative to the reduction and mitigation of natural hazards as a means to improve the safety of its citizens. This Element complies with state requirements for both a noise element and a safety element.
- The *Economic Development Element* indicates the City's policies concerning the continued economic revitalization of the commercial and industrial districts in Paramount. This Element is an optional element in that it is not specifically required by state law.
- The *Public Facilities Element* identifies policies and programs with respect to those public facilities that serve the community. This Element is also an optional element.
- The *Housing Element* details plans and programs for the rehabilitation of existing housing, and the development of new housing to accommodate future demand. This Element was certified by the State Department of Housing and Community Development as complying with state law.
- The *Environmental Justice Element* includes a comprehensive set of goals and policies aimed at increasing the influence of disadvantaged communities in the public decision-making process and reducing their exposure to environmental hazards.
- The *Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the Paramount General Plan become reality.

Discussion of Project Consistency with the General Plan

Consistency of the Project with the General Plan is discussed in Table XI-1. As discussed therein, the Project would be substantially consistent with the applicable General Plan goals, objectives, and policies. Therefore, Project impacts related to consistency with the General Plan would be less than significant.

**Table XI-1
Project Consistency with the General Plan**

Applicable Polices	Project Consistency
Land Use Element	
<p>Policy 1. The City of Paramount will continue to stimulate large-scale transition to industrial development in the central portion of the City between Paramount Boulevard and Garfield Avenue.</p>	<p>Potentially Inconsistent. The Project includes replacement of worn, aging industrial/manufacturing buildings with a self-storage facility. Additionally, the Project includes a zone change from M-2 to Planned Development with Performance Standards. Although a self-storage use is not an industrial use, it a use that is compatible with industrial uses.</p>
<p>Policy 2. The City of Paramount will continue to improve the character of individual neighborhoods through City policies designed to protect and preserve a high quality of life in Paramount.</p>	<p>Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements.</p>
<p>Policy 4. The City of Paramount will limit the intrusion of dissimilar uses as a means to minimize potential land use conflicts and incompatibility in the future.</p>	<p>Consistent. Although the Project is not a manufacturing or industrial use, the proposed self-storage use would be compatible with the surrounding manufacturing/industrial uses in that the Project would not add a permanent residential use to the site (a use that can conflict with manufacturing/industrial uses), and the Project would have a minimal number of employees, occupying the Project Site for approximately 1/3 of the day. Also, users of the Project would come and go from the site and would not spend long periods of time at the Project Site, thereby reducing the potential for conflicts to occur with adjacent uses.</p>
<p>Policy 5. The City of Paramount, through continued comprehensive land use planning, will strive to preserve the overall mix of land uses and development in the City.</p>	<p>Consistent. The Project would help support the existing and future residential uses in the City by providing needed self-storage.</p>
<p>Policy 7. The City of Paramount will continue to maintain and conserve its existing residential neighborhoods.</p>	<p>Consistent. The Project would help support the existing and future residential uses in the City by providing needed self-storage without displacing residential uses.</p>

**Table XI-1
Project Consistency with the General Plan**

Applicable Polices	Project Consistency
Policy 13. The City of Paramount will continue to provide safe, convenient pedestrian linkages across and along streets containing commercial centers and uses.	Consistent. The Project would include a new sidewalk across the Minnesota Avenue frontage for pedestrian use and access to/from off-site pedestrian facilities, including transit. Also, the Project would include bicycle parking.
Policy 14. The City of Paramount will encourage the continued revitalization of its industrial districts to accommodate economic development and growth.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements. Additionally, the Project would help support the existing and future residential uses in the City by providing needed self-storage.
Policy 22. The City of Paramount will continue to promote quality design in the review of residential, commercial and industrial development.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements.
Policy 23. The City of Paramount will continue to employ a design theme in the review of future commercial development and in the rehabilitation of existing commercial uses.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements.
Transportation Element	
Policy 5. The City of Paramount will strive to ensure that new development implements its “fair-share” of improvements to offset the potential adverse impacts associated with the additional traffic that will be generated by the new development.	Consistent. The applicable Development Fees identified on the City of Paramount’s Fee Schedule will be paid prior to building permit issuance.
Policy 7. The City of Paramount will design and locate increased off-street	Consistent. The Project would provide on-site parking for employees and customers.

**Table XI-1
Project Consistency with the General Plan**

Applicable Polices	Project Consistency
parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts.	
Policy 10. The City of Paramount will encourage new and existing businesses to include those improvements that will promote the use of alternative forms of transit.	Consistent. The Project would include a new sidewalk across the Minnesota Avenue frontage for pedestrian utility and access to/from offsite pedestrian facilities, including transit. Also, the Project would include bicycle parking to facilitate cycling in-lieu of single-occupancy-vehicles.
Health and Safety Element	
Policy 2. The City of Paramount will work to identify and improve existing buildings that do not meet fire or earthquake standards.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.
Policy 3. The City of Paramount will identify areas of high risk (high densities, older structures, fire hazards) so that disaster response may be prioritized.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.
Policy 12. The City of Paramount will require special soils and structural investigations for all larger structures or development involving large groups of people pursuant to State requirements.	Consistent. As discussed in response to Checklist Topic VII (Geology and Soils), a Due Diligence Geotechnical Evaluation has been prepared for the Project. The Project would be designed and constructed to meet current Building Code standards.
Policy 14. The City of Paramount will continue redevelopment efforts, particularly in older commercial and industrial areas.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.
Policy 15. The City of Paramount will strive to protect life and property from fire damage.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.
Policy 19. The City of Paramount will require contemporary fire protection for multi-story structures and larger industrial facilities.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.

**Table XI-1
Project Consistency with the General Plan**

Applicable Polices	Project Consistency
Policy 20. The City of Paramount will require all development to comply with established fire safety standards.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards.
Policy 21. The City of Paramount will require new development to install sprinkler systems and smoke detectors, as appropriate.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would be designed and construction to meet current Fire and Building Code standards and would include a fire-suppression sprinkler system and smoke alarms.
Policy 34. The City of Paramount will promote the development of a compatible noise environment throughout the City.	Consistent. As discussed in response to Checklist Topic XIII (Noise), the Project would not result in any significant noise impacts.
Policy 49. Decrease the urban heat island effect, especially in areas with populations most vulnerable to heat.	Consistent. The Project would be required to use roofing material that minimizes the heat island effect, in accordance with the City’s Green Building Standards Code.
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.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements.
Policy 13. The City of Paramount will promote quality design as a means to ensure compatibility among commercial, industrial, and residential uses.	Consistent. The Project includes replacement of worn, aging buildings with a self-storage facility, which would reflect contemporary architecture, design, and building standards. Additionally, the Project would be required to undergo Design Review by the City to ensure the Project complies with the City’s design requirements.
Public Facilities Element	
Policy 7. The City of Paramount will continue to implement its recycling and waste reduction programs as a means to comply with the AB 939 requirements.	Consistent. The Project would comply with the City’s recycling program.

**Table XI-1
Project Consistency with the General Plan**

Applicable Polices	Project Consistency
Environmental Justice	
<p>Policy EJ-1.1: Truck Idling Restrictions. Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on residential neighborhoods overburdened by air pollution. Require businesses to install signs prohibiting idling. Promote contact information of regulatory agency for reporting violations.</p>	<p>Consistent. The Project would install signs in the parking and loading/unloading areas prohibiting vehicle idling. Project employees would enforce the rule.</p>
<p>Policy EJ-1.2: Industrial Pollution. Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants.</p>	<p>Consistent. Because the Project is not an industrial use, the Project would not generate potentially hazardous air pollutants associated with industrial operations.</p>
<p>Policy EJ-3.6: Proper Hazardous Materials Management. Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.</p>	<p>Consistent. The Project would comply with all regulatory requirements for the use and disposal of hazardous waste.</p>
<p>Policy EJ-5.2: Tree Canopy. Expand the tree canopy and improve the urban forest in areas without a lot of trees to promote healthier communities and expand shade opportunities along sidewalks and parking areas.</p>	<p>Consistent. The Project would include landscaping in accordance with the City's requirements.</p>
<p>Policy EJ-5.3: Urban Greening. Encourage urban greening and green infrastructure elements to increase groundwater recharge, reduce urban runoff, improve water quality, and create public green spaces.</p>	<p>Consistent. The Project would include landscaping and in accordance with the City's requirements. Additionally, the Project would be required to comply with the City's LID requirements, which could improve water quality associated with urban runoff from the Project Site when compared to the existing condition.</p>
<p><i>Source: City of Paramount General Plan.</i></p>	

Zoning Code

The Project Site is currently zoned M-2. The Project includes a request for discretionary approval of a zone change of the Project Site to Planned Development with Performance Standards (PD-PS). The purpose the PD-PS zone is to ensure a fuller realization of the City's General Plan than that which would result from the application of the current site zoning regulations. It is intended to be applied only to areas under single or unified ownership or control that are sufficiently large to allow for overall planning and design in detail so as to secure to the community and the future occupants and developer values and amenities greater than those likely to be achieved by the relatively inflexible provisions necessary to regulate the successive development of individual lots by numerous different owners. It is the intent of this zone classification to encourage development of superior design and quality through creative application of the City's zoning criteria and through the creation of performance standards applied to specific development and recorded as conditions and covenants against the land.

The zone change is required to allow the self-storage use on the Project Site, because the City's municipal code does not explicitly allow such a use by-right or with a conditional use permit. The Project would comply with all standards established as part of the PD-PS zone. For these reasons, the Project would be substantially consistent with the zoning code.

Cumulative Impacts

As discussed previously, the Project would not result in any inconsistencies with any of the applicable plans, policies, or regulations associated with development of the Project Site. The City would assess the consistency of the related projects with all applicable plans, policies, and regulations associated with those projects, individually. Regardless of any potential inconsistencies the related projects may result in, because the Project would not result in any inconsistencies, the Project would not have the potential to contribute to any cumulative inconsistency impacts.

Mitigation Measures

No significant impacts related to land use and planning have been identified, and no mitigation measures are required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project Site is located in an urbanized part of the City and is developed with industrial manufacturing uses. The Project Site is not in area that contains aggregate resources.³⁸ Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impacts related to this issue would occur.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project Site is located in an urbanized part of the City. The Project Site is not identified as a mineral resource recovery site.³⁹ Thus, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts related to issue would occur.

Cumulative Impacts

As discussed previously, the Project would not result in any impacts related to mineral resources. Regardless to what degree the related projects could result in impacts related to mineral resources, because the Project would not result in any impacts related to

³⁸ Updated Designation of Regionally Significant Aggregate Resources in the San Gabriel Valley Production-Consumption Region, Los Angeles County, State Mining and Geology Board, April 2014.

³⁹ Ibid.

mineral resources, the Project would not have the potential to contribute to any cumulative impacts.

Mitigation Measures

No significant impacts related to mineral resources have been identified, and no mitigation measures are required.

XIII. NOISE

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

The analysis below is based primarily based on the following (refer to Appendix G):

- *Noise and Vibration Modeling Results, DKA Planning, June 2022.*

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The “A-weighted scale,” abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table XIII-1 provides examples of A-weighted noise levels from common sources.

**Table XIII-1
A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10

*Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.
These noise levels are approximations intended for general reference and informational use.*

Noise Definitions

Noise Definitions. This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}), and the Community Noise Equivalent Level (CNEL).

- **Equivalent Noise Level (L_{eq}):** L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.
- **Maximum Noise Level (L_{max}):** L_{max} represents the maximum instantaneous noise level measured during a given time period.

Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during the evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.⁴⁰ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.⁴¹

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.⁴² Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.⁴³ However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁴⁴

Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

⁴⁰ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

⁴¹ World Health Organization, *Guidelines for Community Noise*, 1999.

⁴² Ibid.

⁴³ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018.

⁴⁴ World Health Organization, *Guidelines for Community Noise*, 1999.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break the line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁴⁵ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break the line of sight from sources to receivers.

Regulatory Setting

Noise

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project, which is a private development in the City. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

Federal. No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City standards designed to protect public well-being and health.

State. The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table XIII-2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

⁴⁵ *California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*

**Table XIII-2
Community Noise Exposure (CNEL)**

Land Use	Normally Acceptable^a	Conditionally Acceptable^b	Normally Unacceptable^c	Clearly Unacceptable^d
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheatres	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

^a **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

^b **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

^c **Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

^d **Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local

jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

City of Paramount General Plan Health and Safety Element. The City of Paramount General Plan includes a Health and Safety Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for the protection of noise-sensitive uses and the use of best practices to minimize short-term noise impacts. However, the Health and Safety Element contains no quantitative or other thresholds of significance for evaluating a project’s noise impacts. Instead, it adopts the State’s guidance on noise and land use compatibility, shown in Table XIII-2, “to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels.” The Element includes eight policies that address noise issues; however, most of them involve Citywide coordination on noise. However, Policy 34 does apply to the Proposed Project, calling to “[p]romote the development of a compatible noise environment throughout the City.”

City of Paramount Municipal Code. The CPMC contains regulations that would regulate noise from the Project’s temporary construction activities. Chapter 9.12 governs noise issues, including setting noise standards for all properties, as shown in Table 3.

**Table XIII-3
City Noise Standards (dBA)**

Noise Zone	Day (Maximum 6:00 A.M. to 10:00 P.M.)	Night (Maximum 10:00 P.M.to 6:00 A.M.)
Industrial and Commercial	82	77
R1 and R2	62	57
R3 and R4	67	62
<i>Source: DKA Planning, 2022.</i>		

Section 9.12.060(B)(1) limits noise from a variety of sources.

SEC.9.12.060(B) SOURCES OF NOISE

The provisions of this chapter shall apply to, but shall not be limited to, the control, sue and operation of the following noise sources whose use, operation, work, employment or other action creates, maintains, permits or causes to be created or maintained, any excessive, unnecessary, unwanted or annoying noise, sound, cry or behavior which exceeds the noise standards as set forth in Section 9.12.040 unless specifically exempted.

1. *Radios, televisions, musical instruments, drums or other percussion instruments, tape recorders, sound trucks or vehicles, whether mobile or stationary, public address systems, loudspeakers, bull horns, sound equipment or other devices or machines used for producing, reproduction or amplification of music, instructions, talks, speeches, addresses or lectures, or for attracting attention by persons selling merchandise, food or beverage or other similar purposes.*
3. *Air conditioning units, refrigeration equipment, fans, blowers, pumps, engines, turbines, compressors, generators, saws, grinders, motors or other similar devices, equipment or apparatus.*
4. *Construction equipment or work, including, but not limited to, the operation, use or employment of pile drivers, hammers, saws, steam shovels, pneumatic hammers, drills, derricks, steam or electric hoists, motorized mechanical equipment or other similar equipment.*

Section 9.12.060(B)(4) exempts construction, repair, or remodeling equipment from the noise limits provided a construction permit is issued by the Building Division and construction activities are not permitted between 8:00 P.M. and 7:00 A.M.

Existing Noise Conditions

Noise-Sensitive Receptors

The Project Site is located in an industrial area 460 feet west of the Union Pacific San Pedro subdivision railroad right-of-way. The sensitive receptors closest to the Project Site include, but may not necessarily be limited to, the following representative sampling:

- Residence, 16201 Minnesota Avenue; 210 feet southwest of the Project Site
- Residence, 7544 Monroe Street; 260 feet southwest of the Project Site.
- Residences, 16117-16133 Garfield Avenue; 730 feet west of the Project Site.
- Residences, 15909-15911 Vermont Avenue; 610 feet east of the Project Site.

Existing Ambient Noise Levels

The Project Site is improved with 12,580 square feet of industrial/manufacturing uses with relatively minor sources of on-site operational noise. These include ventilation units and mechanical equipment used to operate the manufacturing facility.

While there is no on-site parking for the existing development, there is minor noise from the 62 daily vehicle trips traveling to and from the Project Site.⁴⁶ That noise includes tire friction as vehicles navigate to and from on-street parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam), while others may last a few seconds. Intermittent noise from solid waste management and collection activities is short in duration, as are occasional loading of goods.

The primary source of noise near the Project Site is vehicle traffic, as transportation noise is typically the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁴⁷ This includes vehicle traffic on Alondra Boulevard, a four-lane arterial 300 feet to the north with posted speed limits of 40 miles per hour (mph). Occasional noise comes from locomotive traffic on the Union Pacific San Pedro subdivision railroad right-of-way 460 feet east of the Project Site.

In April 2022, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions (refer to Figure XIII-1).⁴⁸ Measurements were compliant with the City's Municipal Code Section 9.12.050, which governs monitoring procedures. The noise measurement results are shown in Table XIII-4.

Groundborne Vibration

Fundamentals of Vibration

Characteristics of Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

Vibration Definitions. This analysis discusses vibration in terms of Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.

⁴⁶ *Linscott Law & Greenspan; Memorandum - Go Store It Paramount Project Transportation and Parking Assessment; June 2022.*

⁴⁷ *World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.*

⁴⁸ *Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.*

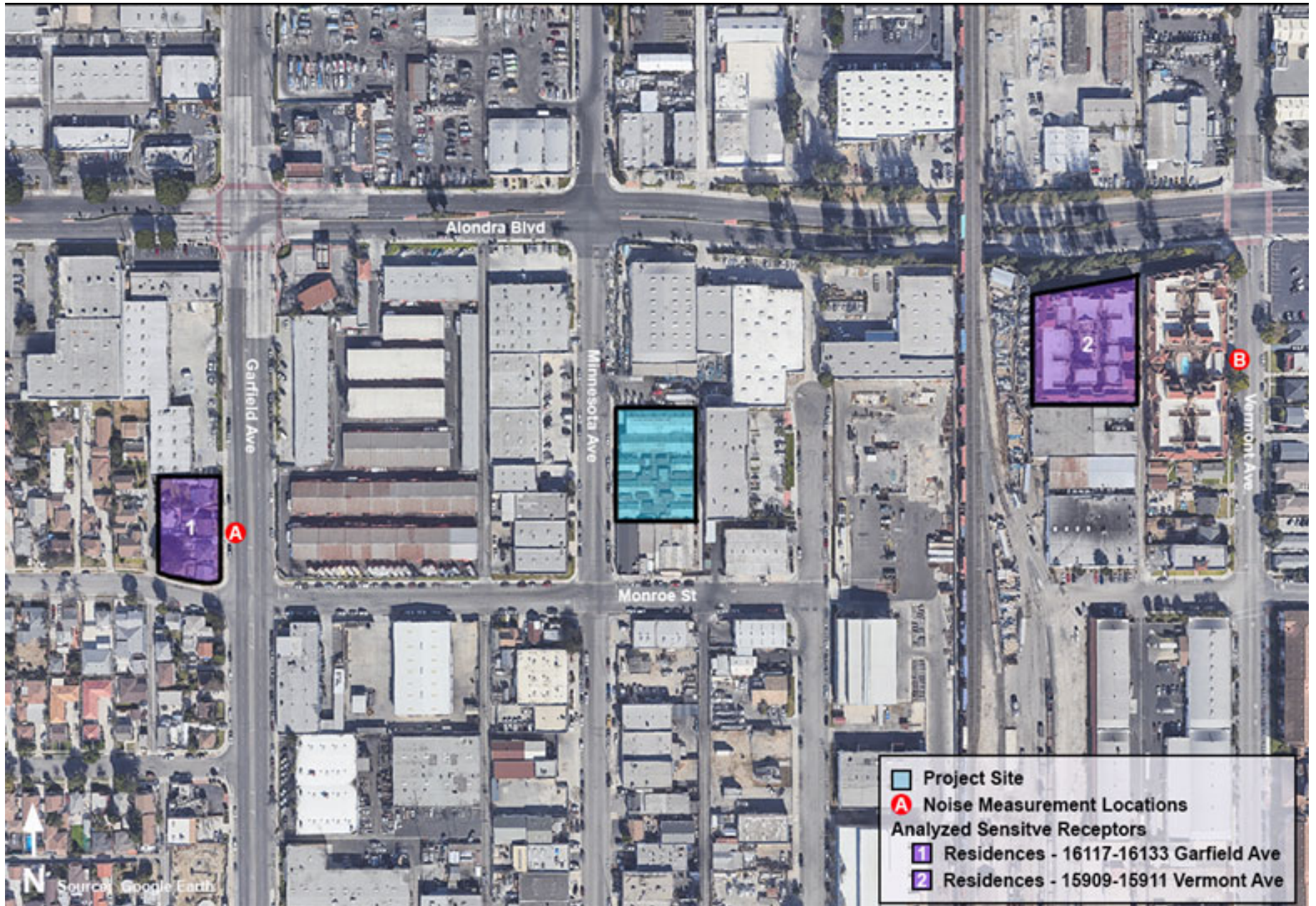


Figure XIII-1
Noise Measurement Locations

FTA’s vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

**Table XIII-5
FTA Vibration Damage-Potential Threshold Criteria**

Structure and Condition	Threshold Criteria (in/sec PPV) at 25 Feet
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
<i>Source: Federal Transit Administration “Transit Noise and Vibration Impact Assessment Manual”, September 2018.</i>	

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The Project would generate noise during the construction and operational phase. Below is an analysis of the Project’s noise levels and whether these levels would result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction Noise

Construction Noise Threshold

Construction noise impacts could be considered significant if construction activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use.

Construction Noise Analysis

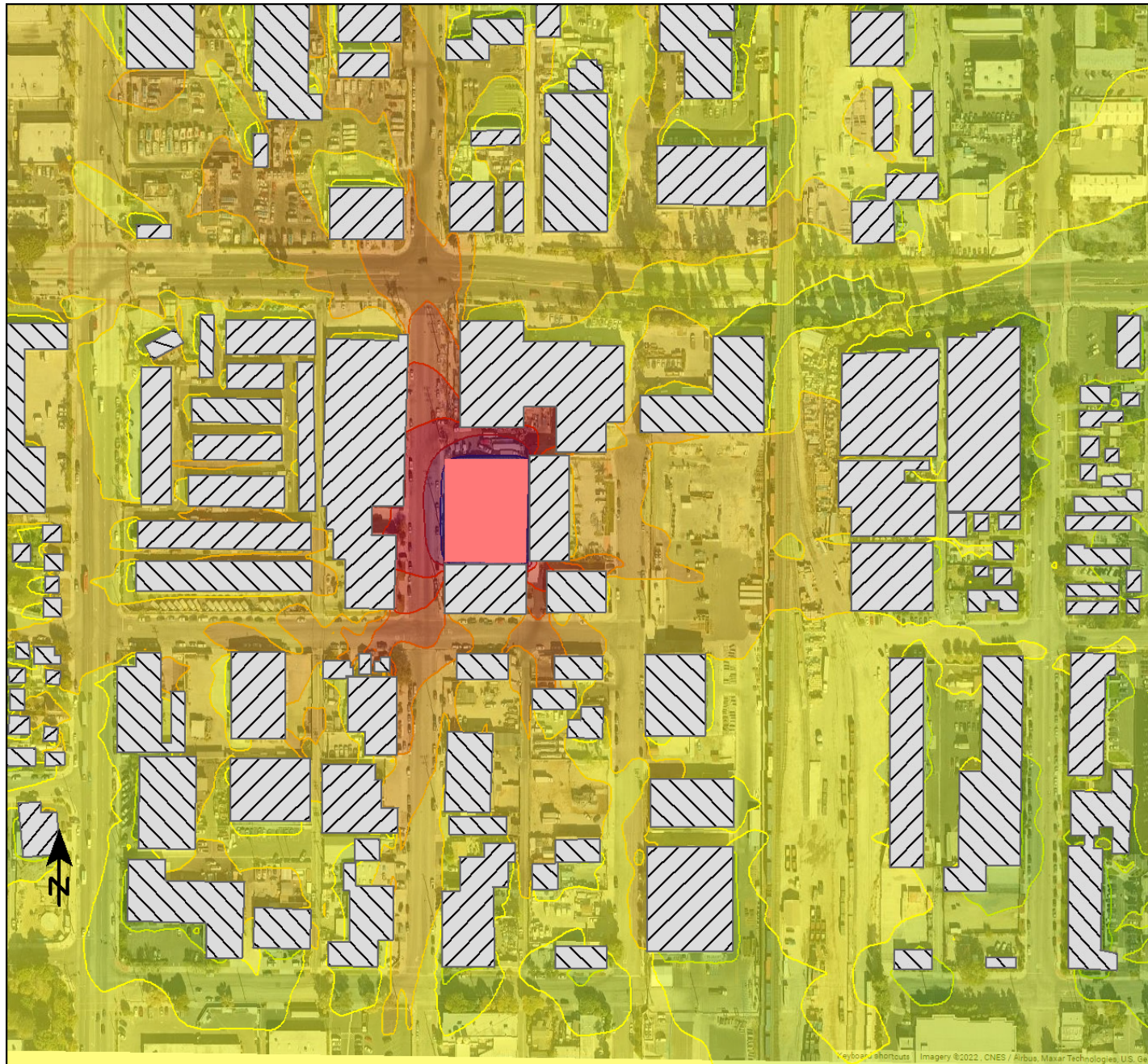
On-Site Construction Activities

Construction would generate noise during the construction process that would span 15 months of demolition, grading, utilities trenching, building construction, paving, and application of architectural coatings, as shown in Table XIII-6. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 8:00 P.M.



**Table XIII-6
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Month 1	Removal of 17,790 cubic yards of building floor area hauled 25 miles to landfill in 16-cubic yard capacity trucks.
Grading	Month 2 2 weeks)	Approximately 1,500 cubic yards of soil imported 25 miles in 16-cubic yard capacity trucks.
Trenching	Months 2-3 (6 weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-15	Footings and Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Month 14 (2 weeks)	Flatwork, including paving of driveways and walkways
Architectural Coatings	Months 13-15	Application of interior and exterior coatings and sealants.
<i>Source: DKA Planning, 2022.</i>		

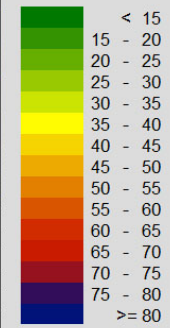
Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated. During other phases of construction (e.g., trenching, building construction, paving, architectural coatings), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, various powered hand tools, and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. Figure XIII-2 illustrates how noise would propagate from the construction site during the demolition and grading phase.



Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 248



Figure XIII-2
Construction Noise Contours

The Project's estimated construction noise levels are shown in Table XIII-7. These construction noise levels would not exceed the significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

**Table XIII-7
Construction Noise Levels at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Impact ?
Residence 16201 Minnesota Ave.	54.3	59.7	60.8	1.1	No
Residence 7544 Monroe St.	52.0	59.7	60.4	0.7	No
Residences 16117-16133 Garfield Ave.	42.3	70.9	70.9	0.0	No
Residences 15909-15911 Vermont Ave.	26.3	59.7	59.7	0.0	No
<i>Source: DKA Planning, 2022.</i>					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris from the Project Site during demolition activities; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 91 peak hourly PCE vehicle trips, as summarized in Table XIII-8, during the building construction phase, assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips.

Typically, it would take a doubling of traffic volumes to result in a 3 dBA increase in roadway noise. The Project's 91 peak hourly PCE vehicle trips would not be enough to double traffic volumes on Alondra Boulevard, which carries hundreds of vehicle trips during peak traffic hours. Because the Project's construction-related trips would not cause a doubling in traffic volumes on Alondra Boulevard, which would be part of any haul route, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

**Table XIII-8
Construction Vehicle Trips (Maximum Hourly)**

Construction Phase	Worker Trips^a	Vendor Trips	Haul Trips	Total Trips
Demolition	10	0	27 ^b	37
Grading	8	0	0	8
Trenching	5	0	0	5
Building Construction	44	47 ^c	0	91
Paving	18	0	0	18
Architectural Coating	9	0	0	9
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 54-haul trips over a 20-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent, since haul trucks are larger than passenger cars. ^c This phase would generate about 17 vendor truck trips daily over a seven-hour workday. Assumes a 19.1 PCE.				
Source: DKA Planning, 2022.				

Operational Noise

Operational Noise Threshold

Operational noise impacts could be considered significant if the following would occur as a result of the Project:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within “normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories, as defined by the State’s 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.⁴⁹

⁴⁹ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use’s “normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in “normally unacceptable” or “clearly unacceptable” noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Operational Noise Analysis

On-Site Operational Noise

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building would be located on the rooftop. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.⁵⁰

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line of sight from these rooftop units to the sensitive receptors. The closest sensitive receptor is 610 feet away, and any line of sight for noise would be blocked by several intervening structures. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more. A parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Other equipment would be fully enclosed within the building's structure and shielded from nearby sensitive receptors.

Vehicle-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting from Minnesota Avenue. Parking lot noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are

⁵⁰ *City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.*

instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds.

The low trip generation of the project (0 net A.M. peak hour trips, 8 net P.M. peak-hour trips) combined with the distant location of sensitive receptors over 610 feet away would result in no impacts from auto-related activities at the Project Site.⁵¹

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include trash collection, landscape maintenance, and commercial loading. These are discussed below.

- Trash collection. On-site trash and recyclable materials would be managed from the enclosed waste collection area in the parking lot. Haul trucks would access solid waste from Minnesota Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁵² Intermittent solid waste management activities would operate during the day. Trash collection activities would be similar to existing operations and would not substantially elevate ambient 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁵³ The landscape plan focuses on a modest palette of ground cover that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.⁵⁴

⁵¹ Linscott Law & Greenspan; Memorandum - Go Store It Paramount Project Transportation and Parking Assessment; June 2022.

⁵² RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

⁵³ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017.

⁵⁴ While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

- Commercial loading. On-site loading and unloading activities would be managed in the front of the parking lot, which is obscured from any off-site sensitive receptors, which are over 610 feet away. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be considered less than significant.

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to eight net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2024.⁵⁵

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, the Project's off-site operational noise impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. As discussed below, Project impacts related to groundborne vibration would be less than significant.

Construction

Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. Table XIII-9 summarizes vibratory levels for common construction equipment.

⁵⁵ *Linscott Law & Greenspan; Memorandum - Go Store It Paramount Project Transportation and Parking Assessment; June 2022.*

**Table XIII-9
Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.</i>	

Groundborne vibration would be generated by a number of construction activities at the Project site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.148 inches per second PPV are projected to occur at the industrial buildings to the east and south of the Project Site. This impact is below the 0.2 inches per second PPV threshold from FTA that is considered potentially harmful to Category III buildings. And as shown in Table XIII-10, more distant receptors (e.g., 7608 Alondra Boulevard) would experience even lower levels of groundborne vibration. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, the Project's construction-related structural vibration impacts would be less than significant.

Operation

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Operational groundborne vibration in the Project Site's vicinity would be generated by the Project's vehicle travel on local roadways. Typical vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Roadways in the vicinity of the Project Site are regularly maintained by the City. Project-related traffic would generate groundborne vibration levels far below levels associated with building damage. Therefore, the Project's operational vibration impacts would be less than significant.

**Table XIII-10
Vibration Levels**

Off-Site Receptor Location	Distance to Project Site (feet) ^a	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
7605 Monroe St.	15	0.148	0.148	0.127	0.058	0.005	0.2 ^b	No
15939 Illinois Ave.	15	0.148	0.148	0.127	0.058	0.005	0.2 ^b	No
7608 Alondra Blvd.	75	0.030	0.030	0.025	0.012	0.001	0.2 ^b	No
^a Includes ten-foot buffer for equipment maneuverability ^b FTA criterion for Category III (non-engineered timber and masonry buildings)								
Source: DKA Planning, 2022.								

e) For a project located within the vicinity of a private airstrip, an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the Compton/Woodley Airport located approximately 4.2 miles west of the site. Therefore, the Project would not expose people residing or working in the Project Site area to excessive noise levels and no impact would occur.

Cumulative Impacts

None of the related projects shown in Appendix A are located in close proximity to the Project Site. The related project closest to the Project Site is Related Project #2, located approximately 0.3 miles northeast of the site. Distance and intervening development would attenuate noise between the related project and the Project Site, and cumulative construction and operational noise levels would not change the ambient noise level in the Project Site area. Therefore, cumulative noise impacts would be less than significant.

Mitigation Measures

No significant impacts related to noise have been identified, and no mitigation measures are required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project includes infill development of the Project Site with a 104,630-square-foot self-storage facility, which would generate 2-3 jobs. The types of jobs that would be made available by the Project could be filled by people already living in the Project Site area and surrounding communities. The Project would not create such an increase in employment that would cause a substantial number of new people to move to the Project Site area and surrounding communities to fill the employment positions. Also, the Project does not include the development of housing and would be served by existing roadways and utility infrastructure. For these reasons, the Project would not induce substantial population growth. Therefore, no impacts related to unplanned growth would occur as a result of the Project.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing is located on the Project Site. As such, the Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, and no impacts related to this issue would occur. No mitigation measures are required.

Cumulative Impacts

Of the six related projects outlined in Appendix A, two include residential development – Related Project No. 5 includes development of a 40-unit eldercare facility, and Related Project No. 6 includes development of 10 single-family homes. The eldercare facility

would likely accommodate existing local residents. While development of the 10 single-family homes could add new residents to the City, assuming all the residents relocated from outside of the City, this potential increase in the number of residents in the City would not constitute substantial growth. The other related projects include development of commercial/industrial uses that would generate jobs that could be filled by existing people within the Project Site area. As discussed previously, the Project would not result in unplanned growth. Thus, the Project would not have the potential to contribute to any cumulative impacts related to unplanned growth. Therefore, cumulative impacts related to unplanned growth would be less than significant.

Mitigation Measures

No significant impacts related to population and housing were identified, and no mitigation measures are required.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACFD) provides fire protection service for the City, which is served by two fire stations. Station 31, located at 7521 East Somerset Boulevard, has two fire engines and one paramedic squad. Station 57 is located at 5720 Gardendale Street in South Gate and has one fire engine. LACFD Station 31 is the nearest first response station to the Project Site.

The Project Site is currently developed with 12,850 square feet of industrial/manufacturing uses. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building, inclusive of a 750-square-foot ancillary leasing office. The building would be five stories tall, reaching a maximum height of 57 feet. The building would be staffed from 8:00 AM to 6:30 PM with customer access available from 5:00 AM to 10:00 PM, seven days a week.

The Project would be required to comply with all fire protection and prevention requirements, including, but not limited to: inclusion of a fire suppression sprinkler system and smoke alarms, fire-rated walls, building setbacks, emergency access, and fire flow. The Applicant would be required to demonstrate sufficient fire flow. As a self-storage facility, the Project is a relatively low-density use that does not create a noticeable demand for fire protection services. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of

which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. Therefore, Project impacts related to fire protection services would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in a net increase in the number of residents and employees in the Project Site area and could increase the demand for fire protection services. Cumulative development requires the LACFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Increased demands for additional LACFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact to fire protection would be less than significant.

b) Police protection?

Less Than Significant Impact.

The Los Angeles County Sheriff's Department provides law enforcement services throughout the City. The City is served by the Lakewood Station at 5130 Clark Avenue in Lakewood and by a substation located near the intersection of Paramount and Somerset Boulevards in Paramount.

The Project Site is currently developed with 12,850 square feet of industrial/manufacturing uses. The Project includes the demolition and removal of the existing buildings from the Project Site and the development of the site with a 104,630-square-foot self-storage building, inclusive of a 750-square-foot ancillary leasing office. The building would be five stories tall, reaching a maximum height of 55 feet. The building would be staffed from 8:00 AM to 6:30 PM with customer access available from 5:00 AM to 10:00 PM, seven days a week. The Project would include the following security features:

- 24-hour/7-days-per-week CCTV surveillance of the exterior and interior of the building
- On-site staffing from 8:00 AM to 6:30 PM
- Full site fencing
- Security lighting
- Secured ingress/egress
- Facility access limited to staff and customers

The Los Angeles County Sheriff's Department would review the Project plans to ensure the Project adheres to the Department's requirements. The Project would not result in

substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Therefore, Project impacts on police protection services would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in a net increase in the number of residents and employees in the Project Site area and could increase the demand for police protection services. Cumulative development requires the Los Angeles County Sheriff's Department to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Increased demands for additional Sheriff's Department staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on police protection would be less than significant.

c) Schools?

Less Than Significant Impact. The Project includes infill development of the Project Site with a 104,630-square-foot self-storage facility. The Project does not include the development of housing and would not generate a residential population with school-aged children. Additionally, the Project Applicant would be required to pay developer fees in accordance with the California Government Code to the Paramount Unified School District to mitigate any indirect impacts the Project could have on school services. Payment of developer fees constitutes full and complete mitigation for any direct and indirect impacts on school services as a result of new development. Therefore, Project impacts on school services would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). The related projects could result in an increase in the number of students in the Project Site area. However, similar to the Applicant of the Project, the applicants of all the related projects would be required to pay the state-mandated applicable developer fees to the school district to ensure that no significant impacts on school services would occur. Therefore, the cumulative impact on schools would not be significant.

d) Parks?

No Impact. The Project includes infill development of the Project Site with a 104,630-square-foot self-storage facility. The Project does not include the generation of any residential population that would increase the need for parks and recreational facilities.

As such, the Project would not create the need for new or altered parks and recreational facilities. Therefore, no impacts related to parks and recreational facilities would occur as a result of the Project.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). The related projects could result in an increase in the number of students in the Project Site area. The related projects could result in an increased demand for parks and recreational services. However, employees generated by the commercial projects would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Thus, these project-generated employees would not contribute to the future demand for park and recreational facility services. The applicant of the related residential project would be required to pay in-lieu park fees to the City, ensuring that any potential impacts to parks and recreational facilities would be less than significant. As stated previously, the Project would have no impacts related to parks. Therefore, the cumulative impact on parks would be less than significant.

e) Other public facilities?

No Impact. No other public facilities have been identified by the City.

Mitigation Measures

No significant impacts related to public services have been identified, and no mitigation measures are required.

XVI. RECREATION

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

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks). No mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Refer to the response to Checklist Question XV(a)(iv) (Public Services – Parks). No mitigation measures are required.

Cumulative Impacts

Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks).

Mitigation Measures

No significant impacts related to recreation have been identified, and no mitigation measures are required.

XVII. TRANSPORTATION

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

The analysis and information presented in this section is primarily based on the following (refer to Appendix H):

- *Go Store It Paramount Project – Transportation and Parking Assessment City of Paramount, California, Linscott, Law & Greenspan Engineers, June 3, 2022.*

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. The Project includes infill development of the Project Site with a 104,630-square-foot self-storage facility. The Project would be developed on a 0.74-acre site with frontage along the east side of Minnesota Avenue, south of Alondra Boulevard. The Project’s trip generation is shown in Table XVII-1. As shown, the Project would generate a net increase of only 90 daily trips, no net increase in AM peak-hour trips, and a net increase of 8 PM peak-hour trips. In addition, the Project’s implementation would not affect any transit stations, bicycle lanes, or pedestrian facilities (sidewalks and crosswalks). Additionally, as discussed in Table XI-1 under response to Checklist Question XI (b) (Land Use and Planning – Policy Consistency), the Project would be consistent with the applicable policies of the Transportation Element of the City’s General Plan. Therefore, no impacts related to this issue would occur as a result of the Project.

**Table XVII-1
Project Trip Generation and Comparison with VMT Screening Criteria**

Land Use	Size	Daily Trip Ends Volumes	AM Peak-Hour Volumes			PM Peak-Hour Volumes		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Project Use</u>								
Mini-Warehouse	104,630 GSF	152	5	4	9	8	8	16
<i>Less Existing Use</i>								
Light Industrial	(12,580 GSF)	(62)	(8)	(1)	(9)	(1)	(7)	(8)
Total Net Project Trips		90	(3)	3	0	7	1	8
<i>GSF = gross square feet</i>								
<i>Source: LLG, 2022. Refer to Appendix H.</i>								

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3?

Less Than Significant Impact. The State of California Governor’s Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (*Technical Advisory*) that amends the question related to transportation impacts in Appendix G of the CEQA Guidelines to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018 and is now in effect. Accordingly, for the purpose of environmental review under CEQA, the City has established criteria for transportation impacts based on VMT for land use projects and plans that are generally consistent with the recommendations provided by OPR in the *Technical Advisory*.

Screening Criteria

Public agencies traditionally have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less-than-significant environmental impacts without additional study. Consistent with the OPR’s *Technical Advisory*, the City has determined the following screening criteria for certain land development projects that may be presumed to result in a less-than-significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips

- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours)
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center.
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.
- Residential projects with 100 percent affordable housing
- Community institutions project (public library, fire station, local government)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Public parking garages and parking lots
- Assisted living or senior housing projects
- Affordable, supportive, or transitional housing projects

Proposed projects are not required to satisfy all of the screening criteria in order to screen out for further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. For purposes of this analysis, the applicable screening criterion is whether the Project would generate a net increase of 110 daily vehicle trips or less.

As discussed previously and as summarized in Table XVII-1, the Project would generate less than 110 net new weekday daily trips.

Figure XVII-1 shows a map of existing self-storage facilities in the Project Site vicinity. As shown, four existing self-storage facilities exist within an approximate 1.0-mile radius from the Project Site. Two of the existing self-storage facilities are located in the City, and two are located further south in the City of Long Beach. The proposed self-storage facility would shorten trip lengths and would exhibit VMT characteristics similar to that of a local-serving retail use.

Although the Project (i.e., with a total of 104,630 square feet of building floor area including approximately 75,334 square feet of rentable floor area) is more than 50,000 square feet, as representative of self-storage facilities, most of the space would be utilized as passive space for storage and as such, the Project would generate significantly fewer trips than 50,000 square feet of retail use. Thus, the Project would result in a less-than-significant VMT impact based on state guidance, because the Project would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects. Therefore, the Project satisfies the criteria to be considered a local-serving use and is screened out from further VMT analysis as it is presumed that the Project would cause less-than-significant transportation impacts. No further VMT analysis is required for the Project.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project includes infill development of a site located in an urbanized portion of the City and is currently developed with industrial/manufacturing uses. The Project Site area includes a well-established network of roadways. The Project includes development of the Project Site with a self-storage facility and would not development of or changes to any roadways. Additionally, the self-storage use would be compatible with surrounding uses. Thus, the Project would not Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, no impacts related to this issue would occur as a result of the Project.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City and LACFD standards and requirements for design and construction. Therefore, Project impacts related to emergency access would be less than significant.

Cumulative Impacts

OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA states the following regarding cumulative traffic impacts:

Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT

per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

As discussed above, the Project is screened out from further VMT analysis, as it is presumed the Project would cause less-than-significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

Mitigation Measures

No significant transportation impacts have been identified, and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less Than Significant With Mitigation Incorporated. Refer to question “b” below.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant

pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation Incorporated. A Sacred Lands File Search (SLFS) request was sent to the Native American Heritage Commission (NAHC) to determine if the Project Site is within the boundaries of any known sacred lands and/or whether any tribal cultural resources are known to exist on the Project Site. In response, the NAHC indicated that the results of the SLFS check conducted through the NAHC was negative.⁵⁶

The City conducted Assembly Bill 52 (AB 52) consultation with the Gabrieleño Tongva Indians of California and suggested that although the SLF results were negative and the City has determined that there is no substantial evidence that the Project would result in a significant impact on tribal cultural resources, the Project would incorporate mitigation to address the potential for inadvertent discovery of previously unknown tribal cultural resources (refer to Mitigation Measure TCR-1), or human remains.⁵⁷

Through compliance with Mitigation Measures TRC-1 and TRC-2, Project impacts related to tribal cultural resources would be less than significant.

Cumulative Impacts

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to tribal cultural resources that could occur as a result of development, as necessary. As discussed previously, with mitigation, the Project would not result in any significant impacts to tribal cultural resources. As such, the Project would not contribute to any potential cumulative impacts related to tribal cultural resources. Therefore, cumulative impacts related to cultural resources would be less than significant.

Mitigation Measures

To ensure that Project impacts related to tribal cultural resources would be less than significant, the following mitigation measures are required:

TCR-1 Prior to commencing excavating, clearing, grubbing, potholing, and grading activities ("Ground Disturbance Activities") at the Project Site, the Applicant shall retain a qualified tribal monitor that is qualified to monitor Ground Disturbance Activities to identify subsurface potential tribal cultural

⁵⁶ Native American Heritage Commission, Andre Green, correspondence, August 17, 2022. Refer to Appendix I.

⁵⁷ City of Paramount, John King, correspondence, August 24, 2022. Refer to Appendix I.

resources. Any qualified tribal monitor shall be approved by the Gabrielino Tongva Indians of California.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities, all such activities shall temporarily cease as set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all Ground Disturbance Activities area of discovery within a radius of 60 feet until the potential tribal cultural resource is properly assessed and addressed. Work shall be allowed to continue outside of the buffer area.
2. In consultation with the tribal monitor, if the City determines based on substantial evidence that pursuant to California Public Resources Code Section 21074(a)(2), the object or artifact appears to be a tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than three days, to conduct a site visit and make recommendations to the Applicant and the City regarding the treatment and disposition of any discovered tribal cultural resources.
3. In the event a tribal cultural resource that is significant under California Public Resources Code Section 21074(a)(2) is found, the City shall determine if that the tribe's recommendations at to treatment is reasonable and feasible. If so, the Applicant shall give good faith consideration to such recommended treatment of the tribal cultural resource.
4. If the Applicant does not accept a particular recommendation, the Applicant may request mediation by a mediator agreed to by the Applicant and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute as determined by the City.
5. After making a reasonable effort to mediate a dispute, the City may require implementation of (1) the treatment as originally proposed; (2) a modified or substitute treatment that is at least as effective to mitigate a potentially significant impact; (3) no treatment if it is not necessary to mitigate a significant impact to tribal cultural resources.
6. The Applicant shall pay all costs and fees associated with the mediation.

7. The Applicant may recommence ground disturbance activities inside of the 60-foot radius after it has complied with all of the recommendations developed and approved as set forth in the above paragraphs.

TCR-2

If human remains are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease. The Applicant shall notify the County Coroner (per § 7050.5 of the California Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains.

XIX. UTILITIES AND SERVICE SYSTEMS

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

a) Would the project require or result in relocation or the construction of new or expanded water, wastewater treatment, or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As discussed below, Project impacts related to these issues would be less than significant.

Water Facilities

Local water conveyance infrastructure in the vicinity of the Project Site is maintained and operated by the City. As shown in Table XIX-1, the Project would result in a net decrease

of 165 gallons of water per day when compared to the existing site use. It should be noted that this amount does not take into account the effectiveness of water conservation measures required in accordance with the City’s Green Building Code, which would likely reduce the Project’s water consumption (and wastewater generation) shown in Table XIX-1. Since the existing water conveyance facilities can accommodate existing demand, the facilities would be able to accommodate the Project’s decreased demand. Therefore, Project impacts related to water facilities would be less than significant.

**Table XIX-1
Estimated Project Water Consumption and Wastewater Generation¹**

Land Uses	Size	Water Consumption/ Wastewater Generation Rate²	Total (gpd)
<i>Existing Uses to be Removed</i>			
Industrial/Manufacturing	12,580 sf	25 gpd/1,000 sf	315
<i>Proposed Land Uses</i>			
Self-Storage (Office) ³	750 sf	200 gpd/1,000 sf	150
			<i>Less Existing</i>
			-165
<i>gpd = gallons per day sf = square feet</i>			
¹ Assumes wastewater generation is equal to water consumption. ² Source: Los Angeles County Department of Public Works. This rate does not assume the effectiveness of any current water conservation measures that are required in the City. ³ The “self-storage” portion of the Project would not have water or sewer utilities. Thus, the water consumption/wastewater generation for the Project is based on the “office” portion of the Project.			

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in an increased cumulative demand for water conveyance infrastructure. Table XIX-2 shows that the cumulative development in the Project Site area could result in the consumption of 9,110 gallons of water per day (or 0.009 million gallons per day [mgd]). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removing existing uses or the effectiveness of water conservation measures required in accordance with the City’s Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table XIX-2.

**Table XIX-2
Estimated Cumulative Water Consumption and Wastewater Generation¹**

Land Uses	Size	Water Consumption/ Wastewater Generation Rate²	Total (gpd)
Coffee Shop	57 seats ³	25 gpd/seat	1,425
Fast Food Restaurant	70 seats ³	30 gpd/seat	2,100
Market	5,863 sf	50 gpd/1,000 sf	293
Industrial	4,297 sf	25 gpd/1,000 sf	107
Senior Assisted Living	40 units	70 gpd/unit	2,800
Commercial	5,000 sf	50 gpd/1,000 sf	250
Single-Family Residential	10 homes	230 gpd/home	2,300
Subtotal			9,275
<i>Plus Project</i>			<i>(165)</i>
Total			9,110
<i>gpd = gallons per day sf = square feet</i>			
<i>Note: Numbers might not add up due to rounding.</i>			
¹ <i>Assumes wastewater generation equals water consumption.</i>			
² <i>Water consumption and wastewater generation rates for the City are not readily available. As such, rates developed by the City of Los Angeles for comparable land uses have been used. Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Factors, April 6, 2012. This rate does not assume the effectiveness of any current water conservation measures that are required in the City.</i>			
³ <i>Assumes 30 square feet per seat.</i>			

The applicants of the related projects would be subject to review by City to ensure that the existing infrastructure would be adequate to meet the water demand requirements for each project. All development in the City is subject to City requirements regarding potential infrastructure improvements need to meet respective water infrastructure needs. Additionally, all development in the City is required to comply with Fire Code requirements for fire flow and other fire protection requirements. Compliance with existing regulations would ensure that cumulative impacts related to water infrastructure would be less than significant. Also, as discussed previously, the Project would result in a net decrease in the demand for water conveyance infrastructure and thus, the Project would not have the potential to contribute to any cumulative impact on water conveyance infrastructure.

Wastewater Treatment

Less Than Significant Impact. The City is located within the service area of the Sanitation District 2 of the Los Angeles County Sanitary Districts (LACSD). Wastewater generated in the City is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The Los

Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day, with an average daily treatment of 27 to 32 million gallons of wastewater per day.⁵⁸

As shown in Table XIX-1, the Project would result in a net reduction of 165 gallons of wastewater per day when compared to existing uses. Since wastewater generated by existing uses at the Project Site can be accommodated by Los Coyotes WRP's existing capacity, the Project's reduced wastewater generation would also be accommodated. Therefore, Project impacts related to wastewater treatment would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in an increased cumulative demand for wastewater treatment. Table XIX-2 shows that the cumulative development in the City could result in the generation of 9,110 gallons of wastewater per day (or 0.009 mgd). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removing existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table XIX-2. With an average daily treatment of 27 to 32 million gallons of wastewater per day, the Los Coyotes WRP has a daily remaining daily capacity of 9.5 to 5.5 mgd. Thus, the plant would have adequate capacity to accommodate cumulative wastewater treatment demand. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts related to water treatment would be less than significant. Also, as discussed previously, the Project would result in a net decrease in the demand for wastewater treatment and thus, the Project would not have the potential to contribute to any cumulative impact on wastewater treatment.

Storm Water Drainage

Less Than Significant Impact. As discussed in response to Checklist Question X(c)(iii) (Hydrology and Water Quality – Storm Drain Capacity), Project impacts related to storm drainage facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic X (Hydrology and Water Quality).

⁵⁸ Daniel Lomeli, *Los Angeles County Sanitation Districts*, July 26, 2022.

Electrical Power

Less Than Significant Impact. As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to electric power facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

Natural Gas

Less Than Significant Impact. As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to natural gas facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

Telecommunications

Less Than Significant Impact. In the Project Site area, existing telephone service is typically provided by AT&T and T-Mobile, and existing cable television/internet is typically provided by AT&T and Spectrum. The Project Site could be served by existing telecommunications facilities that are available in the Project Site area. The Project would require Project- and site-specific infrastructure to connect to the existing utilities, but the Project would not require new or expanded facilities. Therefore, Project impacts related to telecommunications facilities would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). All of the related projects are located in a 0.5-mile radius of the Project Site and within an urbanized area of the City. All of the related projects represent infill development and are served by existing utilities, including telecommunications infrastructure. As with the Project, the related projects would likely require project- or site-specific infrastructure to connect to the existing infrastructure, but the related projects would not require new or expanded facilities. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

b) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. The City owns and operates a domestic water system that includes three wells; two imported water connections; approximately 130 miles of water transmission and distribution mains; and appurtenant valves, hydrants, and equipment. To supplement groundwater production, the City also purchases imported water from the Central Basin Municipal Water District (CBMWD), which in turn receives water through the Metropolitan Water District of Southern California (MWD). In addition to distributing potable water, the City also has a recycled water system.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is the City's 2020 UWMP.

The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table XIX-3 shows a breakdown of historical water demand for the City's service area. Tables XIX-4 through XIX-6 provide the City's projected water demand from 2025 to 2045 for normal year, single dry year, and multi dry-year events, respectively.

The City has developed a six-level rationing plan to be implemented when the City experiences a shortage in the water supply. According to the plan, the City Council, upon the request of the City Manager and General Manager, is given the authority to declare a stage of action and implement reduction measures. Table XIX-7 provides an outline of each phase and the associated percentage of water supply reduction.

**Table XIX-3
Historic Water Use**

Fiscal Year	Gross Water Use (MGY)	Population	Usage Per Capita Per Day (GPCD)
2001	2,346	55,929	116
2002	2,398	56,663	118
2003	2,464	57,210	121
2004	2,534	57,577	124
2005	2,198	57,723	108
2006	2,461	57,626	122
2007	2,434	57,601	122
2008	2,444	57,638	123
2009	2,365	57,874	120
2010	2,187	57,989	111
2011	2,214	54,191	112
2012	2,238	54,486	113
2013	2,217	54,722	111
2014	2,214	54,191	112
2015	2,084	55,302	103
2016	1,898	54,909	95
2017	2,082	54,909	104
2018	2,143	54,387	108
2019	1,769	53,955	90
2020	1,799	54,098	91

MGY = million gallons per year GPCD = gallons per capital per day

Source: City of Paramount 2020 UWMP.

**Table XIX-4
Supply and Demand Comparison – Normal Year (Acre Feet)**

	2025	2030	2035	2040
Supply Totals	7,876	7,902	7,902	7,902
Demand Totals	5,955	6,074	6,194	6,320
Difference	1,921	1,828	1,708	1,582

Source: City of Paramount 2020 UWMP.

**Table XIX-5
Supply and Demand Comparison – Single Dry Year (Acre Feet)**

	2025	2030	2035	2040
Supply Totals	7,955	7,981	7,981	7,981
Demand Totals	<u>5,967</u>	<u>6,086</u>	<u>6,206</u>	<u>6,333</u>
Difference	1,988	1,895	1,775	1,648
<i>Source: City of Paramount 2020 UWMP.</i>				

**Table XIX-6
Supply and Demand Comparison – Multiple Dry Year Events (Acre Feet)**

		2025	2030	2035	2040
Multiple dry year, first year supply	Supply Totals	7,955	7,981	7,981	7,981
	Demand Totals	<u>5,967</u>	<u>6,086</u>	<u>6,206</u>	<u>6,333</u>
	Difference	2,028	1,895	1,775	1,648
Multiple dry year, second year supply	Supply Totals	7,718	7,493	7,493	7,493
	Demand Totals	<u>6,325</u>	<u>6,452</u>	<u>6,578</u>	<u>6,713</u>
	Difference	1,393	1041	915	780
Multiple dry year, third year supply	Supply Totals	7,797	7,823	7,823	7,823
	Demand Totals	<u>6,705</u>	<u>6,838</u>	<u>6,973</u>	<u>7,116</u>
	Difference	1092	985	850	707
Multiple dry year, fourth year supply	Supply Totals	7,797	7,823	7,823	7,823
	Demand Totals	<u>7,107</u>	<u>7,249</u>	<u>7,391</u>	<u>7,543</u>
	Difference	690	574	432	280
Multiple dry year, fifth year supply	Supply Totals	7,797	7,823	7,823	7,823
	Demand Totals	<u>7,533</u>	<u>7,683</u>	<u>7,835</u>	<u>7,995</u>
	Difference	264	140	(-12)	(-172)
<i>Source: City of Paramount 2020 UWMP.</i>					

**Table XIX-7
Stages of Water Shortage Contingency Planning**

Shortage Level	Stage (Ord. 1050)	Percent Supply Reduction	Water Supply Condition
Level 1	Stage 1a: Moderate	0-10%	A Level I Water Supply Shortage exists when the City Council determines, in its sole discretion, that due to drought or other water supply conditions, a water supply shortage or threatened shortage exists and a 10% consumer demand reduction is necessary to make more efficient use of water and appropriately respond to existing water conditions.
Level 2	Stage 1b: Moderate	11-20%	A Level II Water Supply Shortage exists when the City Council determines, in its sole discretion, that due to drought or other water supply conditions, a water supply shortage or threatened shortage exists and a 20% consumer demand reduction is necessary to make more efficient use of water and appropriately respond to existing water conditions.
Level 3	Stage IIa: Severe	21-30%	A Level III Water Supply Shortage exists when the City Council declares, in its sole discretion, that due to drought or other water supply conditions, a water supply shortage or threatened shortage exists and a 30% consumer demand reduction is necessary to make more efficient use of water and appropriately respond to existing water conditions.
Level 4	Stage IIb: Severe	31-40%	A Level IV Water Supply Shortage exists when the City Council declares, in its sole discretion, that due to drought or other water supply conditions, a water supply shortage or threatened shortage exists and a

**Table XIX-7
Stages of Water Shortage Contingency Planning**

Shortage Level	Stage (Ord. 1050)	Percent Supply Reduction	Water Supply Condition
			40% consumer demand reduction is necessary to make more efficient use of water and appropriately respond to existing water conditions.
Level 5	Stage III: Critical	41-50%	A Level V Water Supply Shortage is referred to as a Water Shortage Emergency. A Level V condition exists when the City Council declares, in its sole discretion, a water shortage emergency and notifies its residents and businesses that a 50% reduction in consumer demand reduction is necessary to make more efficient use of water and appropriately respond to existing water conditions.
Level 6	Stage IV: Emergency	+51%	A Level V Water Supply Shortage is referred to as a Water Shortage Emergency. A Level V condition exists when the City Council declares, in its sole discretion, a water shortage emergency and notifies its residents and businesses that a 50% reduction in consumer demand is necessary to maintain sufficient water supplies for public health and safety, pursuant to Water Code Section 350 et seq.
<i>Source: City of Paramount 2020 UWMP.</i>			

As shown on Table XIX-1, the Project would result in a net reduction in water consumption at the Project Site when compared to existing site uses. Further, the Project Applicant would be required to comply with the water efficiency standards outlined in the City’s Green Building Code to minimize water usage. As such, the Project would not require new or additional water supply or entitlements. Therefore, Project impacts on water supply would be less than significant.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in an increased cumulative demand for wastewater treatment. Table XIX-2 shows that the cumulative development in the City could result in the consumption of 9,160 gallons of water per day (or 0.009 mgd). It should be noted that this amount does not take into account the net decrease in water consumption that would occur as a result of removing existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption shown on Table XIX-2.

Through its 2020 UWMP, the City anticipates that its projected water supplies will meet demand through the year 2040. Applicants of development in the City are required to coordinate with the City to determine a project's anticipated water supply needs and the ability of the City to meet those needs. Additionally, all development in the City is required to incorporate water conservation measures outlined in the City's Green Building Code to minimize water consumption. Further all water users in the City are subject to water restrictions in times of drought.

Given that the City is completely built out, and the related projects are infill development that are replacing existing uses that currently consume water, it is likely that the City will have adequate water supply to accommodate the related projects, and cumulative impacts on water supply would be less than significant. Also, as discussed previously, the Project would result in a net decrease in the demand for water supply and thus, the Project would not have the potential to contribute to any cumulative impact on water supply.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Refer to response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

Cumulative Impacts

Refer to the discussion of the cumulative impacts included in response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The landfills closest to the Project Site and the capacity of these landfills are shown in Table XIX-8. As shown, the landfills have an approximate available daily intake of 1,099 tons.

**Table XIX-8
Landfill Capacity**

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Burbank Landfill No. 3	110	2.3	240	125	115
Olinda Alpha	5	13	8,000	7,081	919
Whittier	35	4.2	350	285	65
Total					1,099
<i>Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020.</i>					

As shown in Table XIX-9, the Project would result in a net reduction in daily solid waste generation. The estimation of the Project’s solid waste generation is conservative and does not account for the effectiveness of recycling efforts, which the Project would be required by the City to implement. The City requires residents to separate food scraps and other organic waste into a separate bin for recycling, as well as separation of other recyclables and landscaping remnants. With a remaining daily intake capacity of approximately 1,099 tons of solid waste per day, the landfills serving the City could accommodate the Project’s daily solid waste generation. Therefore, no Project impacts related to solid waste would occur, and no mitigation measures are required.

Cumulative Impacts

There are six related projects in the City (refer to Appendix A). Implementation of the related projects could result in an increased cumulative demand for landfill capacity. Table XIX-10 shows that the cumulative development in the City could result in the generation of 0.10 tons of solid waste per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removing existing uses or the effectiveness of the City’s recycling program, both of which would likely substantially reduce the cumulative solid waste generation shown in Table XIX-10. With the remaining available capacity of 1,099 tons per day, landfill capacity would be adequate to accommodate the Project. Therefore, cumulative impacts related to solid waste would be less than significant. Also, as discussed previously, the Project would result in a net decrease in solid waste generation and thus, the Project would not have the potential to contribute to any cumulative impact related to solid waste.

**Table XIX-9
Estimated Project Solid Waste Generation**

Land Uses	Size	Solid Waste Generation Rate¹	Total (tpd)
<i>Previous Project Site Use</i>			
Industrial/Manufacturing	12,850 sf	5 lbs/day/1,000 sf	0.032
<i>Proposed Land Uses</i>			
Self-Storage ²	1,000 sf	6 lbs/day/1,000 sf	0.003
			<i>Less Existing</i>
			Net Decrease
			-0.029
<i>tpd = tons per day sf = square feet lbs = pounds</i>			
<i>Note: Numbers might not add up due to rounding.</i>			
¹ http://www.calrecycle.ca.gov/wastechar/wastegenrates/			
² The "self-storage" portion of the Project would not have trash facilities. Thus, the solid waste generation for the Project is based on the "office" portion of the Project.			

**Table XIX-10
Estimated Cumulative Solid Waste Generation**

Land Uses	Size	Solid Waste Generation Rate¹	Total (tpd)
Residential	50 du	4 lbs/day/du	0.10
Non-Residential	13,961 sf	5 lbs/day/1,000 sf	0.03
			Subtotal
			0.13
			<i>Plus Project</i>
			<i>(0.029)</i>
			Total
			0.10
<i>tpd = tons per day du = dwelling unit sf = square feet</i>			
<i>Note: Numbers might not add up due to rounding.</i>			
¹ http://www.calrecycle.ca.gov/wastechar/wastegenrates/			

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Refer to response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

Cumulative Impacts

Refer to the cumulative impact analysis under response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

Mitigation Measures

No significant impacts related to utilities and service systems have been identified, and no mitigation measures are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan??

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire?

c) Requires the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

Cumulative Impacts

None of the related projects are located near or within a state responsibility areas or lands classified as very high fire severity zones. No cumulative impacts related to this issue would occur.

Mitigation Measures

No significant impacts related to wildfire have been identified, and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. For the reasons stated in this Initial Study, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. With implementation of Mitigation Measures ARCHEO-1, TCR-1, and TCR-2, the Project would not have the potential to eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. For the reasons stated in this Initial Study, the Project would not result in any significant impacts that would not have the potential to contribute to significant cumulative impacts. No mitigation measures are required.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. For the reasons stated in this Initial Study, the Project would not cause substantial adverse effects on human beings, either directly or indirectly. No mitigation measures are required.

INITIAL STUDY

5 PREPARERS AND PERSONS CONSULTED

Lead Agency

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Newport Beach, CA 92660

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Jennifer Rocci

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Kerrie Nicholson, Principal
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Traffic Consultant

Linscott, Law & Greenspan Engineers
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Alfred C. Ying, P.E., PTP
Chin S. Taing, PTP, RSP1

MITIGATION MONITORING PROGRAM

1 MITIGATION MEASURES

The following mitigation measures have been identified in the Initial Study/Mitigated Negative Declaration to ensure that the Project's environmental impacts would be less than significant:

Cultural Resources

ARCHEO-1 If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:

- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
- The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Geology and Soils

PALEO-1 If paleontological resources are encountered, the Applicant shall area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

Tribal Cultural Resources

TCR-1 Prior to commencing excavating, clearing, grubbing, potholing, and grading activities ("Ground Disturbance Activities") at the Project Site, the Applicant shall retain a qualified tribal monitor that is qualified to monitor Ground Disturbance Activities to identify subsurface potential tribal cultural resources. Any qualified tribal monitor shall be approved by the Gabrielino Tongva Indians of California.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities, all such activities shall temporarily cease as set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all Ground Disturbance Activities area of discovery within a radius of 60 feet until the potential tribal cultural resource is properly assessed and addressed. Work shall be allowed to continue outside of the buffer area.
2. In consultation with the tribal monitor, if the City determines based on substantial evidence that pursuant to California Public Resources Code Section 21074(a)(2), the object or artifact appears to be a tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than three days, to conduct a site visit and make recommendations to the Applicant and the City regarding the treatment and disposition of any discovered tribal cultural resources.
3. In the event a tribal cultural resource that is significant under California Public Resources Code Section 21074(a)(2) is found, the City shall determine if that the tribe's recommendations at to treatment is reasonable and feasible. If so, the Applicant shall give good faith

consideration to such recommended treatment of the tribal cultural resource.

4. If the Applicant does not accept a particular recommendation, the Applicant may request mediation by a mediator agreed to by the Applicant and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute as determined by the City.
5. After making a reasonable effort to mediate a dispute, the City may require implementation of (1) the treatment as originally proposed; (2) a modified or substitute treatment that is at least as effective to mitigate a potentially significant impact; (3) no treatment if it is not necessary to mitigate a significant impact to tribal cultural resources.
6. The Applicant shall pay all costs and fees associated with the mediation.
7. The Applicant may recommence ground disturbance activities inside of the 60-foot radius after it has complied with all of the recommendations developed and approved as set forth in the above paragraphs.

TCR-2

If human remains are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease. The Applicant shall notify the County Coroner (per § 7050.5 of the California Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains.

2 MITIGATION MONITORING

The monitoring and reporting on the implementation of the mitigation measures identified above, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1.

**Table 1
Mitigation Monitoring Program**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>ARCHEO-1 If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:</p> <ul style="list-style-type: none"> • The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact; • The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and • The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report • Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834 • Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. 	<p>Planning Department <i>(Applicant is responsible for implementation.)</i></p>	<p>Construction, during the Project's ground-disturbing activities.</p>	<p>Date: Name & Title:</p>

**Table 1
Mitigation Monitoring Program**

Measure	Enforcement Agency	Monitoring Phase	Verification
<ul style="list-style-type: none"> A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit. 			
<p>PALEO-1 If paleontological resources are encountered, the Applicant shall area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.</p>	<p>Planning Department <i>(Applicant is responsible for implementation.)</i></p>	<p>Construction, during the Project's ground-disturbing activities.</p>	<p>Date: Name & Title:</p>
<p>TCR-1 Prior to commencing excavating, clearing, grubbing, potholing, and grading activities ("Ground Disturbance Activities") at the Project Site, the Applicant shall retain a qualified tribal monitor that is qualified to monitor Ground Disturbance Activities to identify subsurface potential tribal cultural resources. Any qualified tribal monitor shall be approved by the Gabrielino Tongva Indians of California.</p> <p>In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities, all such activities shall temporarily cease as set forth below:</p> <ol style="list-style-type: none"> Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all Ground Disturbance Activities area of discovery within a radius of 60 feet until the potential tribal cultural resource is properly assessed and addressed. Work shall be allowed to continue outside of the buffer area. In consultation with the tribal monitor, if the City determines based on substantial evidence 	<p>Planning Department <i>(Applicant is responsible for implementation.)</i></p>	<p>Construction, prior to issuance of grading permit and throughout the Project's ground-disturbing activities.</p>	<p>Date: Name & Title:</p>

**Table 1
Mitigation Monitoring Program**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>that pursuant to California Public Resources Code Section 21074(a)(2), the object or artifact appears to be a tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than three days, to conduct a site visit and make recommendations to the Applicant and the City regarding the treatment and disposition of any discovered tribal cultural resources.</p> <p>3. In the event a tribal cultural resource that is significant under California Public Resources Code Section 21074(a)(2) is found, the City shall determine if that the tribe's recommendations at to treatment is reasonable and feasible. If so, the Applicant shall give good faith consideration to such recommended treatment of the tribal cultural resource.</p> <p>4. If the Applicant does not accept a particular recommendation, the Applicant may request mediation by a mediator agreed to by the Applicant and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute as determined by the City.</p> <p>5. After making a reasonable effort to mediate a dispute, the City may require implementation of (1) the treatment as originally proposed; (2) a modified or substitute treatment that is at least as effective to mitigate a potentially significant impact; (3) no treatment if it is not necessary to mitigate a significant impact to tribal cultural resources.</p> <p>6. The Applicant shall pay all costs and fees associated with the mediation.</p> <p>7. The Applicant may recommence ground disturbance activities inside of</p>			

**Table 1
Mitigation Monitoring Program**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>the 60-foot radius after it has complied with all of the recommendations developed and approved as set forth in the above paragraphs.</p>			
<p>TCR-2 If human remains are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease. The Applicant shall notify the County Coroner (per§ 7050.5 of the California Health and Safety Code). The provisions of§ 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains.</p>	<p><i>Planning Department</i> <i>(Applicant is responsible for implementation.)</i></p>	<p>Construction, during the Project's ground-disturbing activities.</p>	<p>Date: Name & Title:</p>

NOVEMBER 8, 2022

AUTHORIZATION TO ADD A NEW CAPITAL IMPROVEMENT PROJECT TO THE FY 2022-23 BUDGET – CONSTRUCTION OF PERIMETER WALL

MOTION IN ORDER:

IT IS RECOMMENDED THAT THE CITY COUNCIL: 1) AUTHORIZE A NEW CAPITAL IMPROVEMENT PROJECT; AND 2) APPROPRIATE AN ADDITIONAL \$152,000 FROM THE AVAILABLE GENERAL FUND BALANCE.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: Adriana Figueroa, Public Works Director
Date: November 8, 2022

Subject: AUTHORIZATION TO ADD A NEW CAPITAL IMPROVEMENT PROJECT TO THE FY 2022-23 BUDGET – CONSTRUCTION OF PERIMETER WALL

BACKGROUND

As part of the Fiscal Year 2022-23 budget, a full Capital Improvement Projects budget is included listing projects to be carried out throughout the year. Occasionally, necessary projects arise during the year and those requests are brought to council for review and approval to appropriate the necessary funding.

DISCUSSION

Over the past couple of years, the City has been monitoring ongoing issues near the Union Pacific Railroad right of way and the cul-de-sac located at the end of 70th Street near Vermont Avenue. This area is physically located within the City of Long Beach. However, the nuisance it has created for our Paramount residents adjacent to this area has been exacerbated recently. We have been experiencing an unusually high amount, and frequency, of illegal dumping at this location. Given the proximity to the railroad right of way, it appears that the illegal dumping is coming from the railroad property. Vandals appear to be cutting the existing chain link fence which is located within the Union Pacific Railroad property and repairs have been ineffective. Staff is proposing to install a 10 foot tall block wall to limit all access to this area. Similar perimeter walls were previously constructed on both Harrison Street and Jackson Street and seem to be effective at alleviating these issues.

Public Works staff requested our contract engineering team, Willdan, to provide a conceptual design and preliminary costs for the installation of this project. Attached is the conceptual design with an Engineer's estimate of \$152,000.

Staff reached out to the City of Long Beach for financial assistance for this project, but the request was denied.

FISCAL IMPACT

The total project amount of \$152,000 was not included in the FY 2022-23 and will be reflected during the midyear budget process, utilizing available General Fund balance.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity and guidelines; and provide the framework for policy decision making. The Strategic Outcomes were implemented to provide a pathway to achieving the City's Vision. This item aligns with Strategic Outcome No. 1: Safe Community.

RECOMMENDED ACTION

It is recommended that the City Council: 1) authorize a new capital improvement project; and 2) appropriate an additional \$152,000 from the available General Fund balance.

NOVEMBER 8, 2022

AGREEMENT

AMENDMENT NO. 1 TO AGREEMENT WITH TRIPEPI SMITH AND ASSOCIATES, INC. FOR COMMUNICATIONS CONSULTING SERVICES

MOTION IN ORDER:

1) APPROPRIATE AN ADDITIONAL \$25,500 FROM THE AVAILABLE FUND BALANCE IN THE GENERAL FUND; AND 2) AUTHORIZE AMENDMENT NO. 1 TO THE AGREEMENT WITH TRIPEPI SMITH AND ASSOCIATES, INC. OF IRVINE, CA FOR COMMUNICATIONS PROFESSIONAL SERVICES IN AN ANNUAL AMOUNT NOT TO EXCEED \$65,000 PER YEAR.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: Andrew Vialpando, Assistant City Manager
Date: November 8, 2022

Subject: AMENDMENT NO. 1 TO AGREEMENT WITH TRIPEPI SMITH AND ASSOCIATES, INC. FOR COMMUNICATIONS CONSULTING SERVICES

BACKGROUND

Since 2016, Tripepi Smith and Associates, Inc. (Tripepi Smith) of Irvine, CA has provided marketing and public affairs consulting services for the City of Paramount. The City initially contracted with Tripepi Smith to assist staff with strengthening its communications strategies and processes to effectively engage with residents and businesses. Over the years, Tripepi Smith's scope of services have expanded to include serving as the City's expert consultant on a number of key communications programs and initiatives, including production of a Communication Assessment Report still being applied by staff today.

DISCUSSION

As the City's primary communications consultant, Tripepi Smith meets with staff bi-weekly to provide support on a number of active initiatives. Some key projects Tripepi Smith has been involved in over the years include:

- Development and regular maintenance of the City's environmental website ParamountEnvironmental.org, where information on the City's Climate Action Plan, water quality, and air monitoring information is housed.
- Production of content and videos for the Paramount Education Partnership (PEP) Scholarship Program and Paramount Transit Program.
- Creation of the Fair Housing Association educational video for tenant rights.
- Development of the Explore Paramount website and marketing material, including Shop Paramount and Dine Paramount events.
- Creation of public service announcements and materials for new Organics Recycling mandates and drought restrictions.

Social Media Engagement

In an effort to enhance the City's engagement with residents and responsiveness to community requests, staff has embarked on an aggressive strategy to expand its presence on social media. In addition to restructuring the City's Communications Division to meet this new demand, Tripepi Smith's scope of services was further expanded to include social media monitoring, engagement, and response. These added services augment City staff by monitoring and engaging with residents on the City's social media platforms and private community pages twice per day, seven days a week.

FISCAL IMPACT

Under the City Manager's authority, the City's contract with Tripepi Smith was renewed in December 2020 for two years at \$39,500 per Fiscal Year, with the option to renew for additional one-year terms thereafter. This agreement was executed in accordance with Chapter 3.12 of the Paramount Municipal Code (PMC) Policies and Procedures for Purchasing of Supplies and Equipment and for Procuring Professional Services.

In April 2021, the City Council authorized a one-time appropriations increase in an amount not to exceed \$55,000 for FY 2021-22 to allow for increased public outreach that was required for struggling business and residents in response to the COVID-19 pandemic.

As of the writing of this report, the City has expended \$28,505 year-to-date in FY 2022-23. With the additional engagement services and increased communications workload, staff expects the annual amount to increase to \$65,000 per year. Pursuant to Section 3.12.080 of the PMC, City Council approval is required for all contracts for professional services when the cost of the services is over \$40,000. As result, staff is recommending that the City Council authorize an amendment to the Agreement with Tripepi Smith for communications professional services for an additional \$25,500, resulting in a total annual amount not to exceed \$65,000 per year (Attachment A). All other terms of the original Agreement (Attachment B) will remain in effect as-is. The additional budget appropriation of \$25,500 will be reflected in the mid-year FY 2022-23 budget review.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

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

ATTACHMENT A

**AMENDMENT NO. 1 TO AGREEMENT WITH TRIPEPI SMITH AND ASSOCIATES, INC.
FOR COMMUNICATIONS CONSULTING SERVICES**

THIS FIRST AMENDMENT TO AGREEMENT FOR COMMUNICATIONS CONSULTANT SERVICES (“AMENDMENT”) is made and entered into this ___ day of ___, 2022 between the City of Paramount, a municipal corporation in Los Angeles County, California, (hereinafter "CITY") and Tripepi Smith and Associates, Inc., a California Corporation, with its primary office located at PO Box 52152, Irvine, CA 92619 (hereinafter "CONSULTANT") (collectively, "the Parties"), amending that certain agreement between CONTRACTOR and CITY approved by the Paramount City Council December 17, 2020 (“AGREEMENT”).

RECITALS

WHEREAS, CITY and CONTRACTOR entered into an Agreement on December 17, 2020 whereby CONTRACTOR would provide Communications and Public Information consulting services; and

WHEREAS, CITY and CONTRACTOR each desire to amend the Compensation section of said Agreement; and

WHEREAS, all other terms of the AGREEMENT shall remain unchanged and in full effect;

NOW, THEREFORE, BE IT AMENDED BY AND BETWEEN THE PARTIES AS FOLLOWS:

2. COMPENSATION

(a) CITY agrees to pay CONSULTANT as full compensation for all services and duties performed, except as otherwise provided herein, the rates that are identified in Exhibit A. The total compensation to be paid under this Agreement shall not exceed \$65,500 per Fiscal Year starting on July 1 each year.

IN WITNESS HEREOF, the CITY and CONTRACTOR have executed this AGREEMENT as of the date first herein above set forth.

CITY OF PARAMOUNT

TRIPEPI SMITH AND ASSOCIATES, INC.

By: _____
John Moreno, City Manager

By: _____
Ryder Smith President

ATTACHMENT A

ATTEST:

By: _____
Heidi Luce, City Clerk

APPROVED AS TO FORM:

By: _____
John E. Cavanaugh, City Attorney

ATTACHMENT B

RECEIVED

2021 JAN 22 AM 10:59

AGREEMENT FOR CONSULTING SERVICES

THIS AGREEMENT ("Agreement") is made and entered into this 17th day of December 2020 between the City of Paramount, a municipal corporation in Los Angeles County, California, (hereinafter "CITY") and Tripepi Smith and Associates, Inc, a California S Corporation, with its primary office located at PO Box 52152, Irvine, CA 92619 (hereinafter "CONSULTANT") (collectively, "the Parties").

RECITALS

WHEREAS, CITY and CONSULTANT each desire to enter into an Agreement whereby CONSULTANT will perform consulting services for CITY; and

WHEREAS, CITY staff does not have the expertise or capacity to perform this work in-house.

NOW, THEREFORE, BE IT RESOLVED BY AND BETWEEN THE PARTIES AS FOLLOWS:

1. DESCRIPTION OF SERVICES

CONSULTANT shall perform public information, outreach, and communication support services as more particularly described in CONSULTANT'S proposal attached hereto as Exhibit "A". In the event of any conflict between CONSULTANT'S proposal and this Agreement, the terms of this Agreement shall apply.

2. COMPENSATION

(a) CITY agrees to pay CONSULTANT as full compensation for all services and duties performed, except as otherwise provided herein, the rates that are identified in Exhibit A. The total compensation to be paid under this Agreement shall not exceed \$39,500 per Fiscal Year starting on July 1 each year.

(b) CITY agrees to reimburse CONSULTANT for pre-approved expenses.

(c) CONSULTANT shall render an itemized invoice to CITY every month for services performed during the prior period which shall be paid upon its approval by CITY.

3. MATERIALS AND SUPPLIES

CITY agrees to provide office space, supplies, equipment, and support services required to maintain all records and correspondence connected with the [insert services provided]. No personal use of CITY equipment, supplies or services is allowed and CONSULTANT shall comply with all CITY policies regarding use of CITY resources.

4. INDEPENDENT CONTRACTOR

In the performance of the services in this Agreement, CONSULTANT is an independent contractor and is not an agent or employee of CITY. CONSULTANT, its officers, employees, agents, and subcontractors, if any, shall have no power to bind or commit CITY to any decision or course of action, and shall not represent to any person or business that they have such power. CONSULTANT has and shall retain the right to exercise full control of the supervision of the services and over the employment, direction, compensation, and discharge of all persons assisting CONSULTANT in the performance of said service hereunder. CONSULTANT shall be solely responsible for all matters relating to the payment of its employees, including compliance with social security and income tax withholding, workers' compensation insurance, and all other regulations governing such matters.

Neither CONSULTANT, nor any of CONSULTANT's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to CITY'S employees. CONSULTANT expressly waives any claim CONSULTANT may have to any such rights.

5. TERM OF AGREEMENT

The term of this Agreement shall be for an initial period of seven (7) months from December 1, 2020 to June 30, 2021, and a second period from **July 1, 2021 to June 30, 2022**. CITY may renew this Agreement for up to three (3) additional one (1) year terms starting each July 1, at the discretion of the CITY'S City Manager or designee. COMPENSATION may be reviewed upon each renewed 1 year renewed term, if necessary. This Agreement may be terminated by giving written notice to the other party of that party's intention to so terminate. This Agreement shall be terminated two (2) days from and after the date of delivery or mailing of the notice, unless the notice specifies otherwise.

6. AMENDMENT

Except as otherwise stated herein, any and all obligations of CITY and CONSULTANT are fully set forth and described in this Agreement. Any changes in this Agreement, including any increase or decrease in the amount of compensation or any change in the term, which shall be mutually agreed upon by and between CITY and CONSULTANT, shall be set forth in written amendments to this Agreement.

7. NONDISCRIMINATION

(a) CONSULTANT shall not discriminate in the conduct of the work under this Agreement against any employee, applicant for employment, or volunteer on the basis of race, religious creed, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, sex, age, sexual orientation or other prohibited basis.

(b) Consistent with CITY's policy that harassment and discrimination are unacceptable employer/employee conduct, CONSULTANT agrees that harassment or discrimination directed toward a job applicant, a City employee, or a citizen by CONSULTANT or CONSULTANT's employee or subcontractor on the basis of race, religious creed, color, national origin, ancestry, physical or mental disability, marital status, pregnancy, sex, age, sexual orientation or other prohibited basis will not be tolerated. CONSULTANT agrees that any and all violation of this provision shall constitute a material breach of the Agreement.

8. INDEMNIFICATION

(a) To the fullest extent permitted by law, CONSULTANT shall defend, indemnify, and hold harmless, the CITY, its officers, employees and agents from and against any and all claims, lawsuits, damage, injury and liability for damages arising in the performance of CONSULTANT's services under this Agreement. The CITY shall not be responsible for claims, losses, damage, injury or liability for damages resulting from CONSULTANT.

(b) Further, CONSULTANT will indemnify CITY, and hold it harmless, from an assertion that as a result of providing services to CITY, CONSULTANT or any of its employees or persons performing work pursuant to this Agreement is entitled to benefits from, or is covered by, the Social Security retirement system or the California Public Employees Retirement Systems. Notwithstanding the foregoing, however, CONSULTANT's obligations for any payments to such claimant shall be limited to those payments which CITY may be required to pay.

9. INSURANCE

(a) Required Coverage. Without limiting CONSULTANT's indemnification, it is agreed that CONSULTANT shall maintain in force at all times during the term of this Agreement the following types of insurance providing coverage on an "occurrence" basis. Said insurance, with the exception of Worker's Compensation and Errors & Omissions Liability, shall name the CITY as additional insureds and evidence of said insurance shall be delivered to CITY in certificate and endorsement forms acceptable to the CITY prior to execution of this Agreement.

Automobile insurance for the vehicle(s) CONSULTANT uses in connection with the performance of this Agreement. Coverage: \$1,000,000 per occurrence for bodily injury and property damage.

Commercial general liability and property damage insurance. Coverage: \$1,000,000 per occurrence. The general aggregate limit shall be twice the required occurrence limit.

Worker's Compensation insurance to cover its employees as required by the Labor Code of the State of California. CONSULTANT's worker's compensation insurance shall include the following language: "All rights of subrogation are hereby waived against the CITY, its officers and employees when acting within the scope of

their appointment or employment.” In the event any class of employees engaged in hazardous work under this Agreement is not protected under Workers’ Compensation Statutes, the CONSULTANT shall provide adequate and suitable insurance for the protection of its employees not otherwise protected.

E&O/ Professional’s Liability, errors and omissions liability insurance appropriate to the CONSULTANT’s profession. Coverage: \$1,000,000 per Claim.

(b) General Provisions.

(i) CONSULTANT shall obtain insurance acceptable to the CITY in a company or companies admitted in California and with a Best rating of no less than A VII or as acceptable to the CITY. The endorsements, naming the CITY as an additional insured, are to be signed by a person authorized by CONSULTANT’s insurer to bind coverage on its behalf.

(ii) It shall be a requirement under this contract that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the Additional Insured. Furthermore, the requirements for coverage and limits shall be (1) the broader coverage and maximum limits specified in this contract; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in the Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the CITY (if agreed to in a written contract) before the CITY’s own insurance or self-insurance shall be called upon to protect it as a named insured.

(iv) Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the CITY, its elected or appointed officers, officials, employees, agents or volunteers.

(v) The insurance provided by these policies shall not be suspended, voided, canceled, or reduced in coverage or in limits except after thirty days written notice has been received by the CITY.

(c) Additional Insured. The CITY will be named as an additional insured for all liability arising out of the operations by or on behalf of the named insured, and this policy protects the additional insured, its officers, agents and employees against liability for personal and bodily injuries, deaths or property damage or destruction arising in any respect, directly or indirectly, in the performance of the contract.

(i) Each such policy shall be endorsed with the following language:

The City of Paramount, its elected or appointed officers, officials, employees and volunteers are included as insureds with regard to damages and defense of claims arising from: (a) activities performed by or on behalf of the Named Insured, including the insured's general supervision of the Named Insured, (b) products and completed operations of the Named Insured, or (c) premises owned, leased or used by the Named Insured.

(ii) This policy shall be considered primary insurance as respects the CITY, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the CITY, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with it.

(iii) The inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, and the coverages afforded shall apply as though separate policies had been issued to each insured.

(iv) The Additional Insured coverage under the CONSULTANT's policy shall be primary and non-contributory and will not seek contribution from the CITY's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13.

(d) Deductibles and Self-Insured Retentions. All self-insured retentions (SIR) must be disclosed to the CITY's Risk Management for approval and shall not reduce the limits of liability. At the option of CITY, either: the insurer shall reduce or eliminate such deductibles or self-insurance retention as respects the CITY, its officers, officials, agents, employees and volunteers; or CONSULTANT shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Policies containing any self-insured (SIR) provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or the CITY. The CITY reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of the right to exercise later.

10. WORKERS' COMPENSATION

(a) Covenant to Provide. CONSULTANT warrants that it is aware of the provisions of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code. CONSULTANT further agrees that it will comply with such provisions before commencing the performance of the work under this Agreement.

(b) Waiver of Subrogation. CONSULTANT and CONSULTANT's insurance company agree to waive all rights of subrogation against CITY, its elected or appointed officials, agents, and employees for losses paid under CONSULTANT's workers' compensation insurance policy which arise from the work performed by CONSULTANT for CITY.

11. NOTICES

Written communications and invoices under this agreement shall be addressed as follows:

To CITY: City of Paramount
16400 Colorado Blvd
Paramount, CA 90723

To CONSULTANT: Ryder Todd Smith
PO Box 52152
Irvine, Ca 92619

12. This Agreement shall be deemed to have been executed and entered into in the City of Paramount, County of Los Angeles, and State of California.

IN WITNESS WHEREOF, the undersigned execute this Agreement on the date first written above.

TRIPEPI SMITH AND ASSOCIATES, INC. CITY OF PARAMOUNT


A Municipal Corporation

BY:



Title: President

By:


~~Mayor~~ CITY MANAGER

RECOMMENDED BY:

ANDREW VIACAPANDO, ASSISTANT CITY MANAGER

Name

DEPARTMENT HEAD

APPROVED AS TO FORM:


John E. Cavanaugh
CITY ATTORNEY

Exhibit A – Scope of Work and Pricing

Scope of Work

Tripepi Smith will be available to the City of Paramount to perform a full range of services, including:

Strategy, Marketing, Communications

- ↳ Strategic development, research, surveys, messaging
- ↳ Social media management
- ↳ Web and social media strategy, optimization (SEO), metrics
- ↳ Web hosting and support
- ↳ Email campaigns
- ↳ Relations (media, stakeholders, public, government)
- ↳ Support and training for events, presentations and virtual gatherings
- ↳ Google AdWords, LinkedIn and Facebook advertising

Creative Services

- ↳ Full-service graphic design for digital, print and outdoor
- ↳ Brand and logo development
- ↳ Content generation, writing and editorial
- ↳ Output services (digital distribution, print management, mail management)
- ↳ Photography, illustration and information graphics
- ↳ Video and animation
- ↳ Web design and implementation

Rates and Economics

Title	Hourly - Ad Hoc
Principal	\$260
Director	\$190
Senior Business Analyst	\$150
Business Analyst	\$100
Junior Business Analyst	\$80
Photographer/Videographer	\$100
Senior Graphic Artist	\$135
Graphic Artist	\$100

Web Developer	\$125
Drone Operator	\$150

Time at Tripepi Smith is billed in 15-minute increments – i.e. we invoice our time in the following examples: 1.25, .75, 4 or 6.5 hours.

If Tripepi Smith is requested to be onsite, we will invoice for travel time at half rate of the resource’s Standard Rate. However, if the resource is onsite for at least six hours of billable time, we will not invoice for travel time. Travel costs will be reimbursed when agreed upon by the City.

All rates are subject to a 5% annual increase on July 1 of each year.

Sometimes we have a resource who does work across categories of skills. For example, we may have a videographer who operates a drone. When that person is doing the category of skill, that skill rate will apply. In this example, a videographer flying a drone is billed at the drone operator rate.

Other Fees

Because Tripepi Smith offers a broad set of services, including extensive content production, we have some other content production-related fees that may come up during the course of our engagement that we want to tell you about.

Equipment Fees

Tripepi Smith offers some services that require equipment, such as drone operations and video production. As such, in those cases, the following rates apply:

\$550 for a full day of video equipment use (includes full set of video equipment). Full day is defined as a shoot lasting more than four hours. \$350 for a half day of video equipment use. Half day is defined as anything up to four hours of video production. All such expenses will be authorized by the organization prior to fee being assessed.

\$500/day drone fee applies and is not inclusive of the drone operator time (drone operator rate).

Larger production projects may require addition fees for extensive equipment needs, multiple cameras, live switchboards and more. These fees will be discussed prior to being incurred with the City.

Printing Fees

Tripepi Smith is happy to use a printer of the client’s choosing for print production work, or to recommend a printer with whom we have experience. Tripepi Smith typically has the printer bill the client directly for work. Tripepi Smith makes no money on print services and has no economic interest in the selected print vendor other than ensuring quality and fair pricing for our clients. If Tripepi Smith is asked to pay the bill for the client, we will apply a 10% agency fee to the reimbursement expense.

Digital Advertising Fees

Tripepi Smith is a Google Partner and Constant Contact Solution Provider and has Facebook Certified staff. We consider digital platforms to be a cornerstone element of any outreach strategy; often this comes with digital advertising fees. Tripepi Smith typically uses a client's credit card to cover such fees, and those fees are impossible to estimate at this time without our firm being engaged in the work with the team. If a Tripepi Smith credit card is used to run the advertising campaign, then we will charge an additional 10% agency fee on all advertising charges to compensate for the administrative overhead.

Website Hosting

\$380 / Year Hosting

\$200 / Year SSL Certificate

\$30 / Year per Domain Name

RECOMMENDED ACTION

It is recommended that the City Council 1) appropriate an additional \$25,500 from the available fund balance in the General Fund; and 2) authorize Amendment No. 1 to the Agreement with Tripepi Smith of Irvine, CA for communications professional services, in an annual amount not to exceed \$65,000 per year.

NOVEMBER 8, 2022

MAYOR'S APPOINTMENT

MEMBER OF THE BOARD OF TRUSTEES OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT

MOTION IN ORDER:

MAYOR CUELLAR STALLINGS APPOINT A REPRESENTATIVE TO SERVE AS A MEMBER OF THE BOARD OF TRUSTEES OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT FOR A TWO-YEAR TERM, EXPIRING IN JANUARY 2025.

<u>MOTION:</u>	<u>ROLL CALL VOTE:</u>
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
<input type="checkbox"/> APPROVED	ABSENT: _____
<input type="checkbox"/> DENIED	ABSTAIN: _____



To: Honorable City Council
From: John Moreno, City Manager
By: Heidi Luce, City Clerk
Date: November 8, 2022

Subject: MAYOR'S APPOINTMENT: MEMBER OF THE BOARD OF TRUSTEES OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT

Vice Mayor Isabel Aguayo currently serves as a member of the Board of Trustees of the Greater Los Angeles County Vector Control District. Her two-year term of office on this Board will expire on January 2, 2023. The Greater Los Angeles County Vector Control District has requested that a representative be appointed to serve as Trustee for a two-year term, expiring in January 2025.

RECOMMENDED ACTION

It is recommended that the Mayor appoint a representative to serve as a member of the Board of Trustees of the Greater Los Angeles County Vector Control District for a two-year term, expiring in January 2025.

NOVEMBER 8, 2022

REPORT

2022 CALIFORNIA HOUSING LEGISLATION UPDATE



To: Honorable City Council
From: John Moreno, City Manager
By: John Carver, Planning Director
John King, AICP, Assistant Planning Director
Date: November 8, 2022

Subject: 2022 CALIFORNIA HOUSING LEGISLATION UPDATE

BACKGROUND

This item is an informational summary regarding housing bills that were recently signed into law by Governor Newsom.

In the City's adopted Legislative Platform, the first listed and most important guiding principle is to Preserve Local Control. As a longstanding member of the League of California Cities (CalCities), the City shares the values of supporting local autonomy and self-governance as the cornerstone of democracy. One of the most cherished forms of local control is a city's land use and zoning regulatory authority, which is part of a local jurisdiction's police power guaranteed by the California Constitution.

Unfortunately, the State of California continues its steady push to weaken local control by passing more bills that preempt cities' local land use ordinances and decisionmaking. The State is doing so under several issue areas, but the loss of local control for the development of housing is starkly evident. The City is in agreement that more housing must be constructed statewide to meet the needs of a growing population and slow the pace of rising housing costs. However, mandated, across-the-board regulatory overrides from the State, without regard to the diversity of populations, high-density communities, geography, and history are contrary to basic local governance and infringe upon local codes and decisions of democratically elected officials at the local level. Additionally, State legislation ignores the municipal costs to serve the residents and build and maintain the infrastructure for new housing units.

Senate Bill (SB) 9 is an example of a signed housing bill from a previous legislative session. As a reminder, SB 9 (2021) applies to properties zoned single-family residential and requires cities to allow properties to be subdivided into two properties, as small as 1,200 square feet, without Planning Commission review and without a public hearing. Other bills in recent years include countless and progressively more microregulated provisions regarding accessory dwelling units (ADUs). While the City complies with all State requirements, the constant revisions are time-consuming, strain City resources, and demand frequent retraining of Planning Department staff.

DISCUSSION

Following is a list of notable housing related bills that were signed into law in 2022 and further weaken local control.

SB 6 and Assembly Bill (AB) 2011. These are companion bills that Governor Newsom signed to offer housing developers two options to construct housing in commercial areas with ministerial approval. SB 6 establishes housing as an allowable use on any property zoned for office or retail uses. A proposed housing project under SB 6 must either contain 100% residential units or be a mixed-use project with at least 50% of square footage dedicated to residential space. AB 2011 creates a ministerial, streamlined approval process for two types of projects – (1) 100% affordable housing projects in commercial zones and (2) mixed-income housing projects along commercial corridors. Both bills include labor standards, affordability requirements, and development standards. They take effect in July 2023, and at this time they sunset (stop being in effect) in 2033.

AB 2221. This bill confirms that a property owner can build an ADU in the front setback of the property if there is no other location on the property. In a city like Paramount with dense housing and relatively smaller properties, there is a greater chance of front yards being developed with housing units under AB 2221. While cities would normally discourage most types of housing in front yard areas to maintain open space and keep bedrooms away from roads and sidewalks, ADUs will be able to be constructed in these front setback areas if there are no other available locations on a property. In the coming months, the City Council will need to approve objective development standards for possible ADUs in front yards.

SB 897. Since the adoption of an updated ADU ordinance in Paramount in 2021, ADUs are limited to a maximum height of 16 feet, which essentially limits ADUs to a single story. SB 897 increases the possible height of detached ADUs to 18 feet on properties with an existing duplex or other attached housing units. The legislation also increases the possible height of attached ADUs to 25 feet. The changes bring back the two-story ADU option and require further amendments to City zoning regulations.

AB 2097. This signed bill prohibits a public agency from imposing or enforcing a minimum automobile parking requirement on residential, commercial, or other development if the development is located on a property within one-half mile of a major transit stop. A major transit stop includes passenger rail stations and intersecting bus lines with bus intervals of 15 minutes or less. While at this time there are no such locations in Paramount, AB 2097 will apply in the future when the West Santa Ana Branch light rail project is complete and service begins at the Paramount Boulevard/Rosecrans Avenue station and at the I-105/C Line (formerly Green Line) Station, just outside of Paramount's northern border.

AB 2653. By April of each year, each jurisdiction is required to submit annual progress reports to the California Department of Housing and Community Development (HCD) and the Governor's Office of Planning and Research on housing production progress. The City Council typically reviews the report in March. This bill authorizes HCD to reject the

housing element portion of an annual progress report and require a city to resubmit a revised report.

SB 1425. Cities must update the open space element of their general plans by 1/1/26. The plan updates must consider equity and climate resilience. While this bill is not a housing bill, it is included as the Planning Department administers the Paramount General Plan and open space planning is developed in the context of comprehensive land use planning.

FISCAL IMPACT

None.

VISION, MISSION, VALUES, AND STRATEGIC OUTCOMES

The City's Vision, Mission, and Values set the standard for the organization; establish priorities, uniformity, and guidelines; and provide the framework for policy decisionmaking. The Strategic Outcomes were implemented to provide a pathway to achieving the Vision of a city that is safe, healthy, and attractive. This item aligns with Strategic Outcomes No. 1: Safe Community; and No. 6: Efficient, Effective, and Fiscally Responsible Government.

RECOMMENDED ACTION

It is recommended that the City Council receive and file this report.

NOVEMBER 8, 2022

ORAL REPORT

UPDATE ON AIR MONITORING PROGRAM



To: Honorable City Council
From: John Moreno, City Manager
By: John Carver, Planning Director
Date: November 8, 2022

Subject: ORAL REPORT – UPDATE ON AIR MONITORING PROGRAM

This item is an oral report regarding the City's efforts to measure and monitor hexavalent chromium at various locations in the City. The City Council contracted with Technical & Business Systems (T&B Systems) in September 2021 for air monitoring services following the decision of the South Coast Air Quality Management District (SCAQMD) to terminate ambient air monitoring in Paramount.

Dr. Kenneth Underwood, T&B Systems senior scientist and project manager, will review the air monitoring results as updated since the previous presentation on May 17, 2022. The presentation will provide the City Council with an overview of hexavalent chromium monitoring. Dr. Underwood will explain the results, which are regularly posted at the following webpage on the Paramount Environment website:

<https://paramountenvironment.org/air/>

Air monitoring equipment is installed at the following locations:

- City Hall
- Vermont Avenue and Harrison Street (formerly Minnesota Avenue and Jackson Street)
- 15701 Minnesota Avenue (formerly Madison Street and Minnesota Avenue)
- Wesley Gaines Elementary School
- Lincoln Elementary School